Report for

Village of Ashville, Ohio

Impact Fee Methodology and Costing Report

Prepared by:

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STRAND ASSOCIATES®

APPENDIX C
SYNCHRO RESULTS

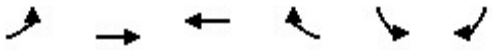
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	173	106	1	3	34
Future Vol, veh/h	7	173	106	1	3	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	5	5	0	0
Mvmt Flow	9	228	139	1	4	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	140	0	-	0	386	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1431	-	-	-	621	913
Stage 1	-	-	-	-	892	-
Stage 2	-	-	-	-	800	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	617	913
Mov Cap-2 Maneuver	-	-	-	-	617	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	800	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1431	-	-	-	879
HCM Lane V/C Ratio	0.006	-	-	-	0.055
HCM Control Delay (s)	7.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	91	66	16	21	32
Future Volume (veh/h)	78	91	66	16	21	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1811	1811
Adj Flow Rate, veh/h	108	126	92	22	29	44
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	4	4	2	2	6	6
Cap, veh/h	257	212	333	80	308	468
Arrive On Green	0.23	0.23	0.23	0.23	0.54	0.54
Sat Flow, veh/h	541	930	1459	349	567	860
Grp Volume(v), veh/h	234	0	0	114	74	0
Grp Sat Flow(s),veh/h/ln	1471	0	0	1808	1447	0
Q Serve(g_s), s	3.8	0.0	0.0	2.1	1.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	2.1	1.0	0.0
Prop In Lane	0.46			0.19	0.39	0.59
Lane Grp Cap(c), veh/h	469	0	0	413	787	0
V/C Ratio(X)	0.50	0.00	0.00	0.28	0.09	0.00
Avail Cap(c_a), veh/h	1255	0	0	1349	787	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	12.6	4.3	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.7	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	0.0	0.0	12.9	4.6	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		234	114		74	
Approach Delay, s/veh		14.9	12.9		4.6	
Approach LOS		B	B		A	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		13.5		26.0	13.5
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		29.5		21.5	29.5
Max Q Clear Time (g_c+I1), s		7.9		3.0	4.1
Green Ext Time (p_c), s		1.3		0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

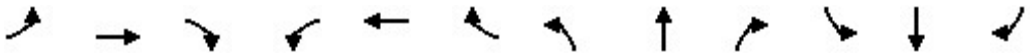
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	67	2	25	0	0	0	39	89	0	1	41	43
Future Vol, veh/h	67	2	25	0	0	0	39	89	0	1	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	5	5	5	0	0	0	1	1	1	2	2	2
Mvmt Flow	105	3	39	0	0	0	61	139	0	2	64	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	363	363	98	384	396	139	131	0	0	139	0	0
Stage 1	102	102	-	261	261	-	-	-	-	-	-	-
Stage 2	261	261	-	123	135	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	560	950	578	544	915	1460	-	-	1445	-	-
Stage 1	897	805	-	748	696	-	-	-	-	-	-	-
Stage 2	737	687	-	886	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	566	534	950	532	518	915	1460	-	-	1445	-	-
Mov Cap-2 Maneuver	566	534	-	532	518	-	-	-	-	-	-	-
Stage 1	857	803	-	714	665	-	-	-	-	-	-	-
Stage 2	704	656	-	845	787	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.4	0	2.3	0.1
HCM LOS	B	A		

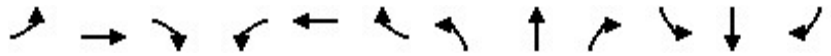
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1460	-	-	633	-	1445	-	-
HCM Lane V/C Ratio	0.042	-	-	0.232	-	0.001	-	-
HCM Control Delay (s)	7.6	0	-	12.4	0	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	78	63	19	112	46	48	90	16	16	69	68
Future Volume (veh/h)	82	78	63	19	112	46	48	90	16	16	69	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1693	1693	1693	1737	1737	1737
Adj Flow Rate, veh/h	128	122	98	30	175	72	75	141	25	25	108	106
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Percent Heavy Veh, %	5	5	5	4	4	4	14	14	14	11	11	11
Cap, veh/h	240	182	124	113	335	128	290	494	79	126	419	366
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	477	647	440	99	1190	453	359	941	150	77	797	697
Grp Volume(v), veh/h	348	0	0	277	0	0	241	0	0	239	0	0
Grp Sat Flow(s),veh/h/ln	1564	0	0	1742	0	0	1450	0	0	1570	0	0
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	0.0	0.0	6.3	0.0	0.0	3.8	0.0	0.0	3.9	0.0	0.0
Prop In Lane	0.37		0.28	0.11		0.26	0.31		0.10	0.10		0.44
Lane Grp Cap(c), veh/h	546	0	0	576	0	0	863	0	0	910	0	0
V/C Ratio(X)	0.64	0.00	0.00	0.48	0.00	0.00	0.28	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	952	0	0	1050	0	0	863	0	0	910	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	14.3	0.0	0.0	6.1	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.6	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	2.2	0.0	0.0	1.1	0.0	0.0	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	0.0	0.0	14.9	0.0	0.0	7.0	0.0	0.0	6.9	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		348			277			241			239	
Approach Delay, s/veh		16.4			14.9			7.0			6.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		17.6		29.0		17.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		26.5		24.5		26.5				
Max Q Clear Time (g_c+I1), s		5.8		11.1		5.9		8.3				
Green Ext Time (p_c), s		1.4		2.0		1.3		1.6				

Intersection Summary												
HCM 6th Ctrl Delay			11.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	178	18	19	88	56	33	109	82	122	45	37
Future Volume (veh/h)	62	178	18	19	88	56	33	109	82	122	45	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	89	254	26	27	126	80	47	156	117	174	64	53
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	5	5	5	6	6	6	1	1	1	2	2	2
Cap, veh/h	285	330	34	223	176	112	706	400	300	585	417	346
Arrive On Green	0.06	0.20	0.20	0.03	0.17	0.17	0.04	0.40	0.40	0.09	0.44	0.44
Sat Flow, veh/h	1739	1629	167	1725	1035	657	1795	1000	750	1781	946	783
Grp Volume(v), veh/h	89	0	280	27	0	206	47	0	273	174	0	117
Grp Sat Flow(s),veh/h/ln	1739	0	1796	1725	0	1693	1795	0	1750	1781	0	1729
Q Serve(g_s), s	2.6	0.0	9.4	0.8	0.0	7.3	1.0	0.0	7.1	3.5	0.0	2.6
Cycle Q Clear(g_c), s	2.6	0.0	9.4	0.8	0.0	7.3	1.0	0.0	7.1	3.5	0.0	2.6
Prop In Lane	1.00		0.09	1.00		0.39	1.00		0.43	1.00		0.45
Lane Grp Cap(c), veh/h	285	0	364	223	0	288	706	0	699	585	0	763
V/C Ratio(X)	0.31	0.00	0.77	0.12	0.00	0.71	0.07	0.00	0.39	0.30	0.00	0.15
Avail Cap(c_a), veh/h	313	0	858	321	0	822	781	0	699	725	0	827
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	24.0	21.2	0.0	25.0	10.1	0.0	13.6	9.8	0.0	10.7
Incr Delay (d2), s/veh	0.6	0.0	3.4	0.2	0.0	3.3	0.0	0.0	1.6	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.1	0.3	0.0	3.0	0.3	0.0	2.8	1.2	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	27.5	21.4	0.0	28.3	10.2	0.0	15.3	10.1	0.0	10.8
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		369			233			320			291	
Approach Delay, s/veh		25.9			27.5			14.5			10.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	30.0	6.4	17.4	7.3	32.6	8.5	15.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	25.5	5.5	30.5	5.5	30.5	5.0	31.0
Max Q Clear Time (g_c+I1), s	5.5	9.1	2.8	11.4	3.0	4.6	4.6	9.3
Green Ext Time (p_c), s	0.2	1.5	0.0	1.5	0.0	0.6	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	0	0	3	3
Future Vol, veh/h	0	110	0	0	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	0	120	0	0	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	121	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	120	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	874	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	874	1084
Mov Cap-2 Maneuver	-	-	-	-	874	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	905	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	968
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	40	10	10	27	10	10	20	10	10	20	10
Future Vol, veh/h	10	40	10	10	27	10	10	20	10	10	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	43	11	11	29	11	11	22	11	11	22	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	40	0	0	54	0	0	144	133	49	144	133	35
Stage 1	-	-	-	-	-	-	71	71	-	57	57	-
Stage 2	-	-	-	-	-	-	73	62	-	87	76	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1570	-	-	1551	-	-	825	758	1020	825	758	1038
Stage 1	-	-	-	-	-	-	939	836	-	955	847	-
Stage 2	-	-	-	-	-	-	937	843	-	921	832	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1551	-	-	790	747	1020	790	747	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	790	747	-	790	747	-
Stage 1	-	-	-	-	-	-	932	830	-	948	841	-
Stage 2	-	-	-	-	-	-	897	837	-	881	826	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.6	9.7	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	812	1570	-	-	1551	-	-	815
HCM Lane V/C Ratio	0.054	0.007	-	-	0.007	-	-	0.053
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	4	25	320	47	20
Future Vol, veh/h	19	4	25	320	47	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	4	28	356	52	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	475	63	74	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	548	1002	1526	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	535	1002	1526	-	-	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1526	-	582	-	-
HCM Lane V/C Ratio	0.018	-	0.044	-	-
HCM Control Delay (s)	7.4	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	5	0	47	3	3
Future Vol, veh/h	55	5	0	47	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	5	0	51	3	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	65	0	114	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1537	-	882	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1537	-	882	1002
Mov Cap-2 Maneuver	-	-	-	-	882	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	971	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	938	-	-	1537	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	37	0	0	188	0	0	0	0	0	0	0
Future Vol, veh/h	0	37	0	0	188	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	40	0	0	204	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	204	0	0	40	0	0	244	244	40	244	244	204
Stage 1	-	-	-	-	-	-	40	40	-	204	204	-
Stage 2	-	-	-	-	-	-	204	204	-	40	40	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1368	-	-	1570	-	-	710	658	1031	710	658	837
Stage 1	-	-	-	-	-	-	975	862	-	798	733	-
Stage 2	-	-	-	-	-	-	798	733	-	975	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1368	-	-	1570	-	-	710	658	1031	710	658	837
Mov Cap-2 Maneuver	-	-	-	-	-	-	710	658	-	710	658	-
Stage 1	-	-	-	-	-	-	975	862	-	798	733	-
Stage 2	-	-	-	-	-	-	798	733	-	975	862	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1368	-	-	1570	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	14.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	28	30	5	150	40	110	213	5	4	39	15
Future Vol, veh/h	82	28	30	5	150	40	110	213	5	4	39	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	100	34	37	6	183	49	134	260	6	5	48	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	714	601	57	634	607	263	66	0	0	266	0	0
Stage 1	67	67	-	531	531	-	-	-	-	-	-	-
Stage 2	647	534	-	103	76	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	337	405	990	383	403	761	1536	-	-	1264	-	-
Stage 1	926	826	-	521	516	-	-	-	-	-	-	-
Stage 2	448	513	-	888	820	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	179	368	990	319	366	761	1536	-	-	1264	-	-
Mov Cap-2 Maneuver	179	368	-	319	366	-	-	-	-	-	-	-
Stage 1	845	823	-	476	471	-	-	-	-	-	-	-
Stage 2	234	468	-	816	817	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.3	24.3	2.5	0.5
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1536	-	-	179	545	319	411	1264	-	-
HCM Lane V/C Ratio	0.087	-	-	0.559	0.13	0.019	0.564	0.004	-	-
HCM Control Delay (s)	7.6	-	-	47.9	12.6	16.5	24.5	7.9	-	-
HCM Lane LOS	A	-	-	E	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.9	0.4	0.1	3.4	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	63	281	47	33	135
Future Vol, veh/h	27	63	281	47	33	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	20	5	2	2	3	4
Mvmt Flow	38	89	396	66	46	190

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	711	429	0	0	462	0
Stage 1	429	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.6	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	374	620	-	-	1094	-
Stage 1	620	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	356	620	-	-	1094	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	1.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	1094	-
HCM Lane V/C Ratio	-	-	0.25	0.042	-
HCM Control Delay (s)	-	-	14.5	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	43	3	2	13
Future Vol, veh/h	0	45	43	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	7	2	2	7	7
Mvmt Flow	0	56	54	4	3	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	112	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1515	-	-	-	873	997
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1515	-	-	-	873	997
Mov Cap-2 Maneuver	-	-	-	-	873	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1515	-	-	-	978
HCM Lane V/C Ratio	-	-	-	-	0.019
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	140	0	0	275	0	0	0	0	0	0	0
Future Vol, veh/h	0	140	0	0	275	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	0	152	0	0	299	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	152	0	0	451	451	152	451	451	299
Stage 1	-	-	-	-	-	-	152	152	-	299	299	-
Stage 2	-	-	-	-	-	-	299	299	-	152	152	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1223	-	-	1381	-	-	519	504	894	519	504	741
Stage 1	-	-	-	-	-	-	850	772	-	710	666	-
Stage 2	-	-	-	-	-	-	710	666	-	850	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1223	-	-	1381	-	-	519	504	894	519	504	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	519	504	-	519	504	-
Stage 1	-	-	-	-	-	-	850	772	-	710	666	-
Stage 2	-	-	-	-	-	-	710	666	-	850	772	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1223	-	-	1381	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

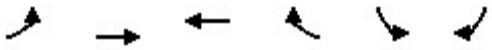
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	173	106	1	3	34
Future Vol, veh/h	7	173	106	1	3	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	4	4	5	5	0	0
Mvmt Flow	11	273	167	2	5	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	169	0	-	0	463	168
Stage 1	-	-	-	-	168	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1396	-	-	-	561	881
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1396	-	-	-	556	881
Mov Cap-2 Maneuver	-	-	-	-	556	-
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1396	-	-	-	841
HCM Lane V/C Ratio	0.008	-	-	-	0.069
HCM Control Delay (s)	7.6	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	91	66	16	21	32
Future Volume (veh/h)	78	91	66	16	21	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1811	1811
Adj Flow Rate, veh/h	130	152	110	27	35	53
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	4	4	2	2	6	6
Cap, veh/h	270	242	389	95	293	444
Arrive On Green	0.27	0.27	0.27	0.27	0.52	0.52
Sat Flow, veh/h	536	903	1450	356	569	861
Grp Volume(v), veh/h	282	0	0	137	89	0
Grp Sat Flow(s),veh/h/ln	1440	0	0	1806	1446	0
Q Serve(g_s), s	5.1	0.0	0.0	2.5	1.3	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	2.5	1.3	0.0
Prop In Lane	0.46			0.20	0.39	0.60
Lane Grp Cap(c), veh/h	512	0	0	484	746	0
V/C Ratio(X)	0.55	0.00	0.00	0.28	0.12	0.00
Avail Cap(c_a), veh/h	1171	0	0	1279	746	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	0.0	0.0	12.1	5.2	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	0.0	0.9	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.9	0.0	0.0	12.4	5.5	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		282	137		89	
Approach Delay, s/veh		14.9	12.4		5.5	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			15.7		26.0	15.7
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			29.5		21.5	29.5
Max Q Clear Time (g_c+I1), s			9.6		3.3	4.5
Green Ext Time (p_c), s			1.7		0.2	0.7

Intersection Summary		
HCM 6th Ctrl Delay		12.6
HCM 6th LOS		B

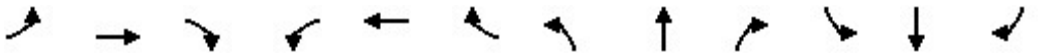
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	2	25	0	0	0	39	89	0	1	41	43
Future Vol, veh/h	67	2	25	0	0	0	39	89	0	1	41	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	64	64	64	64	64	64	64	64	64
Heavy Vehicles, %	5	5	5	0	0	0	1	1	1	2	2	2
Mvmt Flow	126	4	47	0	0	0	73	167	0	2	77	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	435	118	460	475	167	158	0	0	167	0	0
Stage 1	122	122	-	313	313	-	-	-	-	-	-	-
Stage 2	313	313	-	147	162	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	526	510	926	515	491	882	1428	-	-	1411	-	-
Stage 1	875	789	-	702	661	-	-	-	-	-	-	-
Stage 2	691	652	-	860	768	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	503	480	926	465	463	882	1428	-	-	1411	-	-
Mov Cap-2 Maneuver	503	480	-	465	463	-	-	-	-	-	-	-
Stage 1	826	787	-	663	624	-	-	-	-	-	-	-
Stage 2	652	615	-	811	766	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	0	2.3	0.1
HCM LOS	B	A		

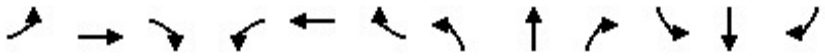
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1428	-	-	572	-	1411	-	-
HCM Lane V/C Ratio	0.051	-	-	0.308	-	0.001	-	-
HCM Control Delay (s)	7.7	0	-	14.1	0	7.6	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	1.3	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	78	63	19	112	46	48	90	16	16	69	68
Future Volume (veh/h)	82	78	63	19	112	46	48	90	16	16	69	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1841	1841	1841	1693	1693	1693	1737	1737	1737
Adj Flow Rate, veh/h	154	146	118	36	210	86	90	169	30	30	129	128
Peak Hour Factor	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64	0.64
Percent Heavy Veh, %	5	5	5	4	4	4	14	14	14	11	11	11
Cap, veh/h	253	203	141	113	400	152	267	455	73	116	384	339
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	463	601	418	102	1186	450	358	938	150	77	791	699
Grp Volume(v), veh/h	418	0	0	332	0	0	289	0	0	287	0	0
Grp Sat Flow(s),veh/h/ln	1482	0	0	1738	0	0	1446	0	0	1567	0	0
Q Serve(g_s), s	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.8	0.0	0.0	7.8	0.0	0.0	5.5	0.0	0.0	5.7	0.0	0.0
Prop In Lane	0.37		0.28	0.11		0.26	0.31		0.10	0.10		0.45
Lane Grp Cap(c), veh/h	597	0	0	665	0	0	794	0	0	838	0	0
V/C Ratio(X)	0.70	0.00	0.00	0.50	0.00	0.00	0.36	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	856	0	0	972	0	0	794	0	0	838	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	13.7	0.0	0.0	8.1	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.6	0.0	0.0	1.3	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	2.7	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	0.0	0.0	14.3	0.0	0.0	9.4	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		418			332			289			287	
Approach Delay, s/veh		16.6			14.3			9.4			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		21.5		29.0		21.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		24.5		26.5		24.5		26.5				
Max Q Clear Time (g_c+I1), s		7.5		14.8		7.7		9.8				
Green Ext Time (p_c), s		1.7		2.3		1.6		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			12.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	178	18	19	88	56	33	109	82	122	45	37
Future Volume (veh/h)	62	178	18	19	88	56	33	109	82	122	45	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	106	305	31	33	151	96	57	187	141	209	77	63
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Percent Heavy Veh, %	5	5	5	6	6	6	1	1	1	2	2	2
Cap, veh/h	291	379	39	220	207	131	660	371	280	520	402	329
Arrive On Green	0.07	0.23	0.23	0.03	0.20	0.20	0.05	0.37	0.37	0.10	0.42	0.42
Sat Flow, veh/h	1739	1630	166	1725	1035	658	1795	998	752	1781	952	779
Grp Volume(v), veh/h	106	0	336	33	0	247	57	0	328	209	0	140
Grp Sat Flow(s),veh/h/ln	1739	0	1796	1725	0	1693	1795	0	1750	1781	0	1730
Q Serve(g_s), s	3.3	0.0	12.1	1.0	0.0	9.4	1.3	0.0	9.9	4.7	0.0	3.5
Cycle Q Clear(g_c), s	3.3	0.0	12.1	1.0	0.0	9.4	1.3	0.0	9.9	4.7	0.0	3.5
Prop In Lane	1.00		0.09	1.00		0.39	1.00		0.43	1.00		0.45
Lane Grp Cap(c), veh/h	291	0	417	220	0	338	660	0	651	520	0	731
V/C Ratio(X)	0.36	0.00	0.81	0.15	0.00	0.73	0.09	0.00	0.50	0.40	0.00	0.19
Avail Cap(c_a), veh/h	302	0	800	300	0	766	717	0	651	617	0	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	24.8	21.2	0.0	25.7	11.9	0.0	16.6	11.4	0.0	12.4
Incr Delay (d2), s/veh	0.8	0.0	3.7	0.3	0.0	3.0	0.1	0.0	2.8	0.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	5.3	0.4	0.0	3.9	0.5	0.0	4.2	1.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.1	0.0	28.5	21.5	0.0	28.7	11.9	0.0	19.4	11.9	0.0	12.6
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		442			280			385			349	
Approach Delay, s/veh		26.7			27.9			18.3			12.1	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	30.0	6.8	20.4	7.8	33.5	9.1	18.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	25.5	5.5	30.5	5.5	30.5	5.0	31.0
Max Q Clear Time (g_c+I1), s	6.7	11.9	3.0	14.1	3.3	5.5	5.3	11.4
Green Ext Time (p_c), s	0.2	1.7	0.0	1.8	0.0	0.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	21.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	0	0	3	3
Future Vol, veh/h	0	110	0	0	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	0	143	0	0	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	144	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.15	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.245	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1602	-	-	-	849	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1602	-	-	-	849	1084
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1602	-	-	-	952
HCM Lane V/C Ratio	-	-	-	-	0.008
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	40	10	10	27	10	10	20	10	10	20	10
Future Vol, veh/h	10	40	10	10	27	10	10	20	10	10	20	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	52	13	13	35	13	13	26	13	13	26	13

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	48	0	0	65	0	0	172	159	59	172	159	42
Stage 1	-	-	-	-	-	-	85	85	-	68	68	-
Stage 2	-	-	-	-	-	-	87	74	-	104	91	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1559	-	-	1537	-	-	791	733	1007	791	733	1029
Stage 1	-	-	-	-	-	-	923	824	-	942	838	-
Stage 2	-	-	-	-	-	-	921	833	-	902	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1537	-	-	749	720	1007	749	720	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	720	-	749	720	-
Stage 1	-	-	-	-	-	-	915	817	-	934	830	-
Stage 2	-	-	-	-	-	-	873	826	-	854	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	1.6	9.9	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	783	1559	-	-	1537	-	-	787
HCM Lane V/C Ratio	0.067	0.008	-	-	0.008	-	-	0.066
HCM Control Delay (s)	9.9	7.3	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	4	25	320	47	20
Future Vol, veh/h	19	4	25	320	47	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	5	33	427	63	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	570	77	90	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	483	984	1505	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	469	984	1505	-	-	-
Mov Cap-2 Maneuver	469	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	614	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1505	-	516	-	-
HCM Lane V/C Ratio	0.022	-	0.059	-	-
HCM Control Delay (s)	7.4	0	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	55	5	0	47	3	3
Future Vol, veh/h	55	5	0	47	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	7	0	61	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	79	0	137	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1519	-	856	985
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1519	-	856	985
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	962	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	916	-	-	1519	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	37	0	0	188	0	0	0	0	0	0	0
Future Vol, veh/h	0	37	0	0	188	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	48	0	0	245	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	245	0	0	48	0	0	293	293	48	293	293	245
Stage 1	-	-	-	-	-	-	48	48	-	245	245	-
Stage 2	-	-	-	-	-	-	245	245	-	48	48	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1321	-	-	1559	-	-	659	618	1021	659	618	794
Stage 1	-	-	-	-	-	-	965	855	-	759	703	-
Stage 2	-	-	-	-	-	-	759	703	-	965	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1321	-	-	1559	-	-	659	618	1021	659	618	794
Mov Cap-2 Maneuver	-	-	-	-	-	-	659	618	-	659	618	-
Stage 1	-	-	-	-	-	-	965	855	-	759	703	-
Stage 2	-	-	-	-	-	-	759	703	-	965	855	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1321	-	-	1559	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	44.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	28	30	5	150	40	110	213	5	4	39	15
Future Vol, veh/h	82	28	30	5	150	40	110	213	5	4	39	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	120	41	44	7	220	59	161	312	7	6	57	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	721	68	761	729	316	79	0	0	319	0	0
Stage 1	80	80	-	638	638	-	-	-	-	-	-	-
Stage 2	777	641	-	123	91	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	270	345	976	315	342	711	1519	-	-	1208	-	-
Stage 1	911	815	-	455	462	-	-	-	-	-	-	-
Stage 2	379	459	-	867	808	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 95	307	976	248	304	711	1519	-	-	1208	-	-
Mov Cap-2 Maneuver	~ 95	307	-	248	304	-	-	-	-	-	-	-
Stage 1	814	811	-	407	413	-	-	-	-	-	-	-
Stage 2	146	410	-	782	804	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	158.4	46.1	2.6	0.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1519	-	-	95	476	248	346	1208	-	-
HCM Lane V/C Ratio	0.106	-	-	1.263	0.178	0.03	0.804	0.005	-	-
HCM Control Delay (s)	7.7	-	-	260.4	14.2	20	46.8	8	-	-
HCM Lane LOS	A	-	-	F	B	C	E	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	8.4	0.6	0.1	6.8	0	-	-

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

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	27	63	281	47	33	135
Future Vol, veh/h	27	63	281	47	33	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	20	5	2	2	3	4
Mvmt Flow	46	106	475	79	56	228

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	855	515	0	0	554	0
Stage 1	515	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Critical Hdwy	6.6	6.25	-	-	4.13	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.345	-	-	2.227	-
Pot Cap-1 Maneuver	306	554	-	-	1011	-
Stage 1	565	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	287	554	-	-	1011	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	639	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1011	-
HCM Lane V/C Ratio	-	-	0.351	0.055	-
HCM Control Delay (s)	-	-	17.7	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	43	3	2	13
Future Vol, veh/h	0	45	43	3	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	7	7	2	2	7	7
Mvmt Flow	0	68	65	5	3	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	70	0	-	0	136	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	68	-
Critical Hdwy	4.17	-	-	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.263	-	-	-	3.563	3.363
Pot Cap-1 Maneuver	1499	-	-	-	846	981
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	846	981
Mov Cap-2 Maneuver	-	-	-	-	846	-
Stage 1	-	-	-	-	942	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	961
HCM Lane V/C Ratio	-	-	-	-	0.023
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	140	0	0	275	0	0	0	0	0	0	0
Future Vol, veh/h	0	140	0	0	275	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	0	183	0	0	359	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	359	0	0	183	0	0	542	542	183	542	542	359
Stage 1	-	-	-	-	-	-	183	183	-	359	359	-
Stage 2	-	-	-	-	-	-	359	359	-	183	183	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1162	-	-	1345	-	-	451	447	859	451	447	685
Stage 1	-	-	-	-	-	-	819	748	-	659	627	-
Stage 2	-	-	-	-	-	-	659	627	-	819	748	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1162	-	-	1345	-	-	451	447	859	451	447	685
Mov Cap-2 Maneuver	-	-	-	-	-	-	451	447	-	451	447	-
Stage 1	-	-	-	-	-	-	819	748	-	659	627	-
Stage 2	-	-	-	-	-	-	659	627	-	819	748	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1162	-	-	1345	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

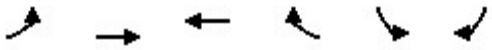
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	204	203	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	26	232	231	8	3	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	239	0	-	0	519	235
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	284	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1334	-	-	-	521	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	769	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1334	-	-	-	510	809
Mov Cap-2 Maneuver	-	-	-	-	510	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	769	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1334	-	-	-	754
HCM Lane V/C Ratio	0.02	-	-	-	0.036
HCM Control Delay (s)	7.8	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	97	68	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	101	108	76	22	27	139
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	249	185	286	83	136	702
Arrive On Green	0.20	0.20	0.20	0.20	0.58	0.58
Sat Flow, veh/h	583	908	1405	407	237	1220
Grp Volume(v), veh/h	209	0	0	98	167	0
Grp Sat Flow(s),veh/h/ln	1491	0	0	1812	1465	0
Q Serve(g_s), s	3.6	0.0	0.0	1.9	2.2	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	1.9	2.2	0.0
Prop In Lane	0.48			0.22	0.16	0.83
Lane Grp Cap(c), veh/h	434	0	0	369	844	0
V/C Ratio(X)	0.48	0.00	0.00	0.27	0.20	0.00
Avail Cap(c_a), veh/h	1165	0	0	1221	844	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	13.7	4.1	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.7	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	0.0	0.0	14.1	4.7	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		209	98		167	
Approach Delay, s/veh		16.0	14.1		4.7	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			12.8		28.0	12.8
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			7.4		4.2	3.9
Green Ext Time (p_c), s			1.1		0.5	0.5

Intersection Summary		
HCM 6th Ctrl Delay		11.6
HCM 6th LOS		B

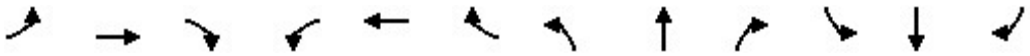
Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Future Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	1	1	1
Mvmt Flow	36	1	79	1	0	0	43	70	0	0	78	28

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	248	248	92	288	262	70	106	0	0	70	0	0
Stage 1	92	92	-	156	156	-	-	-	-	-	-	-
Stage 2	156	156	-	132	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	706	655	965	668	646	998	1467	-	-	1537	-	-
Stage 1	915	819	-	851	772	-	-	-	-	-	-	-
Stage 2	846	769	-	876	811	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	689	635	965	599	626	998	1467	-	-	1537	-	-
Mov Cap-2 Maneuver	689	635	-	599	626	-	-	-	-	-	-	-
Stage 1	887	819	-	825	748	-	-	-	-	-	-	-
Stage 2	820	745	-	803	811	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.9	11	2.8	0
HCM LOS	A	B		

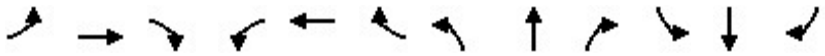
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	854	599	1537	-	-
HCM Lane V/C Ratio	0.029	-	-	0.136	0.002	-	-	-
HCM Control Delay (s)	7.5	0	-	9.9	11	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	172	209	46	8	159	42	39	56	12	33	39	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	301	295	58	91	483	123	333	447	85	255	301	302
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	552	867	171	21	1422	363	486	974	184	332	656	659
Grp Volume(v), veh/h	427	0	0	209	0	0	107	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	1590	0	0	1806	0	0	1644	0	0	1647	0	0
Q Serve(g_s), s	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	3.8	0.0	0.0	1.5	0.0	0.0	1.8	0.0	0.0
Prop In Lane	0.40		0.11	0.04		0.20	0.36		0.11	0.27		0.40
Lane Grp Cap(c), veh/h	653	0	0	698	0	0	864	0	0	858	0	0
V/C Ratio(X)	0.65	0.00	0.00	0.30	0.00	0.00	0.12	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	1168	0	0	1306	0	0	864	0	0	858	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.0	0.0	0.0	11.0	0.0	0.0	6.9	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	1.3	0.0	0.0	0.5	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	0.0	0.0	11.2	0.0	0.0	7.2	0.0	0.0	7.4	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		427			209			107			120	
Approach Delay, s/veh		14.1			11.2			7.2			7.4	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		19.7		25.0		19.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		30.5		20.5		30.5				
Max Q Clear Time (g_c+I1), s		3.5		12.5		3.8		5.8				
Green Ext Time (p_c), s		0.4		2.7		0.5		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			11.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	95	254	61	92	194	71	47	122	67	101	187	115
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	299	317	76	264	283	104	514	468	257	619	467	287
Arrive On Green	0.06	0.22	0.22	0.06	0.22	0.22	0.04	0.41	0.41	0.06	0.43	0.43
Sat Flow, veh/h	1795	1469	353	1795	1317	482	1795	1144	628	1795	1092	672
Grp Volume(v), veh/h	95	0	315	92	0	265	47	0	189	101	0	302
Grp Sat Flow(s),veh/h/ln	1795	0	1822	1795	0	1798	1795	0	1772	1795	0	1764
Q Serve(g_s), s	2.9	0.0	11.6	2.8	0.0	9.6	1.0	0.0	5.0	2.2	0.0	8.4
Cycle Q Clear(g_c), s	2.9	0.0	11.6	2.8	0.0	9.6	1.0	0.0	5.0	2.2	0.0	8.4
Prop In Lane	1.00		0.19	1.00		0.27	1.00		0.35	1.00		0.38
Lane Grp Cap(c), veh/h	299	0	393	264	0	387	514	0	725	619	0	754
V/C Ratio(X)	0.32	0.00	0.80	0.35	0.00	0.68	0.09	0.00	0.26	0.16	0.00	0.40
Avail Cap(c_a), veh/h	379	0	761	323	0	728	572	0	725	690	0	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.3	0.0	26.3	20.6	0.0	25.5	11.3	0.0	13.8	10.7	0.0	14.0
Incr Delay (d2), s/veh	0.6	0.0	3.8	0.8	0.0	2.1	0.1	0.0	0.9	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.2	1.2	0.0	4.1	0.4	0.0	2.0	0.8	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	30.1	21.4	0.0	27.7	11.3	0.0	14.7	10.8	0.0	14.3
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		410			357			236			403	
Approach Delay, s/veh		28.0			26.1			14.0			13.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	33.4	8.7	19.7	7.5	34.7	8.7	19.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	28.9	6.5	29.5	5.3	30.7	7.4	28.6
Max Q Clear Time (g_c+I1), s	4.2	7.0	4.8	13.6	3.0	10.4	4.9	11.6
Green Ext Time (p_c), s	0.1	1.0	0.0	1.7	0.0	1.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	0	245	201	0	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	0	266	218	0	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	484	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1358	-	-	-	542	822
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1358	-	-	-	542	822
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1358	-	-	-	653
HCM Lane V/C Ratio	-	-	-	-	0.01
HCM Control Delay (s)	0	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Future Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	36	30	16	42	16	0	0	3	3	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	66	0	0	193	201	51	195	208	50
Stage 1	-	-	-	-	-	-	111	111	-	82	82	-
Stage 2	-	-	-	-	-	-	82	90	-	113	126	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1546	-	-	1536	-	-	767	695	1017	764	689	1018
Stage 1	-	-	-	-	-	-	894	804	-	926	827	-
Stage 2	-	-	-	-	-	-	926	820	-	892	792	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1546	-	-	1536	-	-	749	673	1017	743	668	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	749	673	-	743	668	-
Stage 1	-	-	-	-	-	-	876	788	-	907	818	-
Stage 2	-	-	-	-	-	-	916	811	-	871	776	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1.6	8.6	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1017	1546	-	-	1536	-	-	743
HCM Lane V/C Ratio	0.003	0.02	-	-	0.011	-	-	0.004
HCM Control Delay (s)	8.6	7.4	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	16	30	145	469	22
Future Vol, veh/h	76	16	30	145	469	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	84	18	33	161	521	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	760	533	545	0	-	0
Stage 1	533	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	371	543	1024	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	543	1024	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	806	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1024	-	381	-	-
HCM Lane V/C Ratio	0.033	-	0.268	-	-
HCM Control Delay (s)	8.6	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	34	5	0	66	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	5	0	72	3	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	112	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1567	-	885	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1567	-	885	1031
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	952	-	-	1567	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	8.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	204	0	0	78	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	78	0	0	204	0	0	282	282	204	282	282	78
Stage 1	-	-	-	-	-	-	204	204	-	78	78	-
Stage 2	-	-	-	-	-	-	78	78	-	204	204	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1520	-	-	1368	-	-	670	627	837	670	627	983
Stage 1	-	-	-	-	-	-	798	733	-	931	830	-
Stage 2	-	-	-	-	-	-	931	830	-	798	733	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1520	-	-	1368	-	-	670	627	837	670	627	983
Mov Cap-2 Maneuver	-	-	-	-	-	-	670	627	-	670	627	-
Stage 1	-	-	-	-	-	-	798	733	-	931	830	-
Stage 2	-	-	-	-	-	-	931	830	-	798	733	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1520	-	-	1368	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Future Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	34	162	123	10	57	11	55	46	11	29	255	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	550	521	296	659	557	52	337	0	0	57	0	0
Stage 1	354	354	-	162	162	-	-	-	-	-	-	-
Stage 2	196	167	-	497	395	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	435	450	727	369	431	999	1222	-	-	1510	-	-
Stage 1	649	618	-	826	753	-	-	-	-	-	-	-
Stage 2	790	747	-	544	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	366	422	727	205	404	999	1222	-	-	1510	-	-
Mov Cap-2 Maneuver	366	422	-	205	404	-	-	-	-	-	-	-
Stage 1	620	606	-	789	719	-	-	-	-	-	-	-
Stage 2	687	713	-	325	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.8	15.6	4	0.6
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1222	-	-	366	515	205	446	1510	-	-
HCM Lane V/C Ratio	0.045	-	-	0.094	0.553	0.047	0.152	0.019	-	-
HCM Control Delay (s)	8.1	-	-	15.9	20.3	23.4	14.5	7.4	-	-
HCM Lane LOS	A	-	-	C	C	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	3.3	0.1	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	19	156	21	68	417
Future Vol, veh/h	31	19	156	21	68	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	33	20	164	22	72	439

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	758	175	0	0	186	0
Stage 1	175	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	372	863	-	-	1388	-
Stage 1	851	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	346	863	-	-	1388	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	448	1388	-
HCM Lane V/C Ratio	-	-	0.117	0.052	-
HCM Control Delay (s)	-	-	14.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	50	42	10	42	2
Future Vol, veh/h	5	50	42	10	42	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	5	53	45	11	45	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	56	0	-	0	114	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1536	-	-	-	882	1017
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1536	-	-	-	879	1017
Mov Cap-2 Maneuver	-	-	-	-	879	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	884
HCM Lane V/C Ratio	0.003	-	-	-	0.053
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Future Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	0	323	0	0	196	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	323	0	0	519	519	323	519	519	196
Stage 1	-	-	-	-	-	-	323	323	-	196	196	-
Stage 2	-	-	-	-	-	-	196	196	-	323	323	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1336	-	-	1193	-	-	467	461	718	467	461	845
Stage 1	-	-	-	-	-	-	689	650	-	806	739	-
Stage 2	-	-	-	-	-	-	806	739	-	689	650	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1336	-	-	1193	-	-	467	461	718	467	461	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	467	461	-	467	461	-
Stage 1	-	-	-	-	-	-	689	650	-	806	739	-
Stage 2	-	-	-	-	-	-	806	739	-	689	650	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1336	-	-	1193	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

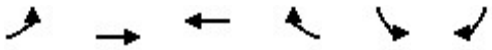
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	204	203	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	31	278	277	10	4	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	287	0	-	0	622	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1281	-	-	-	454	762
Stage 1	-	-	-	-	770	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1281	-	-	-	441	762
Mov Cap-2 Maneuver	-	-	-	-	441	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1281	-	-	-	698
HCM Lane V/C Ratio	0.024	-	-	-	0.047
HCM Control Delay (s)	7.9	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	97	68	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	121	129	91	27	32	167
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	263	211	332	99	129	674
Arrive On Green	0.24	0.24	0.24	0.24	0.55	0.55
Sat Flow, veh/h	578	885	1396	414	234	1223
Grp Volume(v), veh/h	250	0	0	118	200	0
Grp Sat Flow(s),veh/h/ln	1463	0	0	1811	1465	0
Q Serve(g_s), s	4.6	0.0	0.0	2.3	3.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	0.0	2.3	3.0	0.0
Prop In Lane	0.48			0.23	0.16	0.83
Lane Grp Cap(c), veh/h	473	0	0	431	807	0
V/C Ratio(X)	0.53	0.00	0.00	0.27	0.25	0.00
Avail Cap(c_a), veh/h	1099	0	0	1168	807	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	13.2	5.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.8	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	0.0	0.0	13.6	5.7	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		250	118		200	
Approach Delay, s/veh		16.0	13.6		5.7	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			14.6		28.0	14.6
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			8.9		5.0	4.3
Green Ext Time (p_c), s			1.4		0.6	0.6

Intersection Summary		
HCM 6th Ctrl Delay		11.9
HCM 6th LOS		B

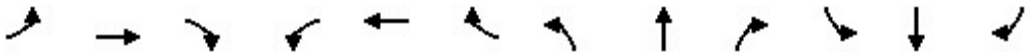
Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Future Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	1	1	1
Mvmt Flow	43	1	94	1	0	0	51	84	0	0	93	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	296	296	110	343	312	84	126	0	0	84	0	0
Stage 1	110	110	-	186	186	-	-	-	-	-	-	-
Stage 2	186	186	-	157	126	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	656	616	943	615	606	981	1442	-	-	1519	-	-
Stage 1	895	804	-	820	750	-	-	-	-	-	-	-
Stage 2	816	746	-	850	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	638	593	943	537	584	981	1442	-	-	1519	-	-
Mov Cap-2 Maneuver	638	593	-	537	584	-	-	-	-	-	-	-
Stage 1	862	804	-	790	722	-	-	-	-	-	-	-
Stage 2	786	718	-	764	796	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.3	11.7	2.9	0
HCM LOS	B	B		

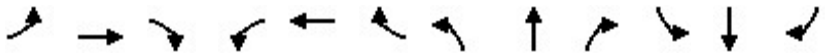
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1442	-	-	817	537	1519	-	-
HCM Lane V/C Ratio	0.035	-	-	0.17	0.002	-	-	-
HCM Control Delay (s)	7.6	0	-	10.3	11.7	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	206	251	55	10	191	50	46	68	15	40	46	58
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	325	327	66	86	559	141	299	414	81	236	272	279
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	564	836	168	23	1426	360	470	979	191	335	644	660
Grp Volume(v), veh/h	512	0	0	251	0	0	129	0	0	144	0	0
Grp Sat Flow(s),veh/h/ln	1568	0	0	1809	0	0	1640	0	0	1640	0	0
Q Serve(g_s), s	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	4.7	0.0	0.0	2.1	0.0	0.0	2.5	0.0	0.0
Prop In Lane	0.40		0.11	0.04		0.20	0.36		0.12	0.28		0.40
Lane Grp Cap(c), veh/h	719	0	0	786	0	0	794	0	0	788	0	0
V/C Ratio(X)	0.71	0.00	0.00	0.32	0.00	0.00	0.16	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	1068	0	0	1205	0	0	794	0	0	788	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	10.4	0.0	0.0	8.7	0.0	0.0	8.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	0.0	1.6	0.0	0.0	0.8	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.2	0.0	0.0	10.6	0.0	0.0	9.1	0.0	0.0	9.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		512			251			129			144	
Approach Delay, s/veh		14.2			10.6			9.1			9.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		23.5		25.0		23.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		30.5		20.5		30.5				
Max Q Clear Time (g_c+I1), s		4.1		15.8		4.5		6.7				
Green Ext Time (p_c), s		0.6		3.2		0.7		1.5				

Intersection Summary												
HCM 6th Ctrl Delay			12.0									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	114	305	73	110	233	86	57	146	80	121	225	138
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	306	365	87	264	323	119	431	441	242	551	438	269
Arrive On Green	0.07	0.25	0.25	0.06	0.25	0.25	0.05	0.39	0.39	0.06	0.40	0.40
Sat Flow, veh/h	1795	1470	352	1795	1313	485	1795	1145	627	1795	1094	671
Grp Volume(v), veh/h	114	0	378	110	0	319	57	0	226	121	0	363
Grp Sat Flow(s),veh/h/ln	1795	0	1822	1795	0	1798	1795	0	1772	1795	0	1764
Q Serve(g_s), s	3.5	0.0	14.8	3.4	0.0	12.2	1.4	0.0	6.7	3.0	0.0	11.6
Cycle Q Clear(g_c), s	3.5	0.0	14.8	3.4	0.0	12.2	1.4	0.0	6.7	3.0	0.0	11.6
Prop In Lane	1.00		0.19	1.00		0.27	1.00		0.35	1.00		0.38
Lane Grp Cap(c), veh/h	306	0	453	264	0	443	431	0	682	551	0	707
V/C Ratio(X)	0.37	0.00	0.84	0.42	0.00	0.72	0.13	0.00	0.33	0.22	0.00	0.51
Avail Cap(c_a), veh/h	362	0	716	304	0	685	475	0	682	609	0	722
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	26.7	20.6	0.0	25.9	13.3	0.0	16.3	12.6	0.0	17.0
Incr Delay (d2), s/veh	0.8	0.0	4.9	1.0	0.0	2.2	0.1	0.0	1.3	0.2	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	6.7	1.4	0.0	5.2	0.5	0.0	2.8	1.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	31.7	21.6	0.0	28.1	13.4	0.0	17.6	12.8	0.0	17.6
LnGrp LOS	C	A	C	C	A	C	B	A	B	B	A	B
Approach Vol, veh/h		492			429			283			484	
Approach Delay, s/veh		29.1			26.5			16.7			16.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	33.4	9.4	23.1	8.0	34.6	9.5	23.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	28.9	6.5	29.5	5.3	30.7	7.4	28.6
Max Q Clear Time (g_c+I1), s	5.0	8.7	5.4	16.8	3.4	13.6	5.5	14.2
Green Ext Time (p_c), s	0.1	1.2	0.0	1.9	0.0	2.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	0	245	201	0	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	0	320	262	0	4	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	582	262
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	320	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1308	-	-	-	475	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1308	-	-	-	475	777
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	736	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	590
HCM Lane V/C Ratio	-	-	-	-	0.013
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Future Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	43	37	20	51	20	0	0	4	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	71	0	0	80	0	0	237	247	62	239	255	61
Stage 1	-	-	-	-	-	-	136	136	-	101	101	-
Stage 2	-	-	-	-	-	-	101	111	-	138	154	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1529	-	-	1518	-	-	717	655	1003	715	649	1004
Stage 1	-	-	-	-	-	-	867	784	-	905	811	-
Stage 2	-	-	-	-	-	-	905	804	-	865	770	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1529	-	-	1518	-	-	695	629	1003	691	624	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	629	-	691	624	-
Stage 1	-	-	-	-	-	-	845	764	-	882	800	-
Stage 2	-	-	-	-	-	-	892	793	-	840	751	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	1.6	8.6	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1003	1529	-	-	1518	-	-	691
HCM Lane V/C Ratio	0.004	0.024	-	-	0.013	-	-	0.006
HCM Control Delay (s)	8.6	7.4	0	-	7.4	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	16	30	145	469	22
Future Vol, veh/h	76	16	30	145	469	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	101	21	40	193	625	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	913	640	654	0	-	0
Stage 1	640	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	301	472	933	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	768	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	287	472	933	-	-	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	768	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.2	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	933	-	308	-	-
HCM Lane V/C Ratio	0.043	-	0.398	-	-
HCM Control Delay (s)	9	0	24.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	34	5	0	66	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	7	0	86	4	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	134	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1555	-	860	1021
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	937	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1555	-	860	1021
Mov Cap-2 Maneuver	-	-	-	-	860	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	937	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	934	-	-	1555	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	245	0	0	94	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	94	0	0	245	0	0	339	339	245	339	339	94
Stage 1	-	-	-	-	-	-	245	245	-	94	94	-
Stage 2	-	-	-	-	-	-	94	94	-	245	245	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1500	-	-	1321	-	-	615	582	794	615	582	963
Stage 1	-	-	-	-	-	-	759	703	-	913	817	-
Stage 2	-	-	-	-	-	-	913	817	-	759	703	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1500	-	-	1321	-	-	615	582	794	615	582	963
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	582	-	615	582	-
Stage 1	-	-	-	-	-	-	759	703	-	913	817	-
Stage 2	-	-	-	-	-	-	913	817	-	759	703	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1500	-	-	1321	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Future Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	41	195	147	12	68	13	66	55	13	35	306	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	659	625	355	790	668	62	404	0	0	68	0	0
Stage 1	425	425	-	194	194	-	-	-	-	-	-	-
Stage 2	234	200	-	596	474	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	368	392	673	301	372	986	1155	-	-	1496	-	-
Stage 1	594	575	-	794	729	-	-	-	-	-	-	-
Stage 2	754	723	-	480	548	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	290	361	673	128	343	986	1155	-	-	1496	-	-
Mov Cap-2 Maneuver	290	361	-	128	343	-	-	-	-	-	-	-
Stage 1	560	562	-	749	687	-	-	-	-	-	-	-
Stage 2	632	682	-	239	535	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.4	19.3	4.1	0.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1155	-	-	290	451	128	383	1496	-	-
HCM Lane V/C Ratio	0.057	-	-	0.142	0.758	0.091	0.212	0.023	-	-
HCM Control Delay (s)	8.3	-	-	19.5	34	35.9	16.9	7.5	-	-
HCM Lane LOS	A	-	-	C	D	E	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	6.4	0.3	0.8	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	19	156	21	68	417
Future Vol, veh/h	31	19	156	21	68	417
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	39	24	197	27	86	527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	910	211	0	0	224	0
Stage 1	211	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	302	824	-	-	1345	-
Stage 1	819	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	275	824	-	-	1345	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	368	1345	-
HCM Lane V/C Ratio	-	-	0.172	0.064	-
HCM Control Delay (s)	-	-	16.8	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	50	42	10	42	2
Future Vol, veh/h	5	50	42	10	42	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	6	64	54	13	54	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	67	0	-	0	137	61
Stage 1	-	-	-	-	61	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1522	-	-	-	856	1004
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1522	-	-	-	853	1004
Mov Cap-2 Maneuver	-	-	-	-	853	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1522	-	-	-	859
HCM Lane V/C Ratio	0.004	-	-	-	0.065
HCM Control Delay (s)	7.4	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Future Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	0	387	0	0	235	0	0	0	0	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	235	0	0	387	0	0	622	622	387	622	622	235
Stage 1	-	-	-	-	-	-	387	387	-	235	235	-
Stage 2	-	-	-	-	-	-	235	235	-	387	387	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1292	-	-	1129	-	-	399	403	661	399	403	804
Stage 1	-	-	-	-	-	-	637	610	-	768	710	-
Stage 2	-	-	-	-	-	-	768	710	-	637	610	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1292	-	-	1129	-	-	399	403	661	399	403	804
Mov Cap-2 Maneuver	-	-	-	-	-	-	399	403	-	399	403	-
Stage 1	-	-	-	-	-	-	637	610	-	768	710	-
Stage 2	-	-	-	-	-	-	768	710	-	637	610	-

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

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1292	-	-	1129	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-	-	0
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-

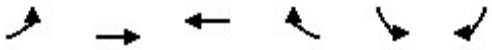
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	358	350	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	26	407	398	8	3	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	406	0	-	0	861	402
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	329	653
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	319	653
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	577
HCM Lane V/C Ratio	0.023	-	-	-	0.047
HCM Control Delay (s)	8.2	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	251	215	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	101	279	239	22	27	139
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	186	391	553	51	116	595
Arrive On Green	0.33	0.33	0.33	0.33	0.49	0.49
Sat Flow, veh/h	281	1202	1700	157	237	1220
Grp Volume(v), veh/h	380	0	0	261	167	0
Grp Sat Flow(s),veh/h/ln	1483	0	0	1857	1465	0
Q Serve(g_s), s	6.3	0.0	0.0	5.3	3.2	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	5.3	3.2	0.0
Prop In Lane	0.27			0.08	0.16	0.83
Lane Grp Cap(c), veh/h	577	0	0	604	715	0
V/C Ratio(X)	0.66	0.00	0.00	0.43	0.23	0.00
Avail Cap(c_a), veh/h	970	0	0	1060	715	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	12.8	7.1	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	0.0	0.0	13.2	7.9	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		380	261		167	
Approach Delay, s/veh		16.2	13.2		7.9	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			20.2		28.0	20.2
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			13.6		5.2	7.3
Green Ext Time (p_c), s			2.1		0.5	1.4

Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B

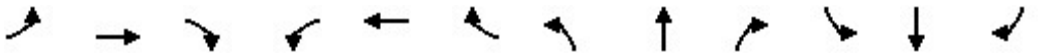
Intersection	
Int Delay, s/veh	28.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Future Vol, veh/h	151	1	111	1	0	0	119	308	0	0	386	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	1	1	1
Mvmt Flow	161	1	118	1	0	0	127	328	0	0	411	100

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1043	1043	461	1103	1093	328	511	0	0	328	0	0
Stage 1	461	461	-	582	582	-	-	-	-	-	-	-
Stage 2	582	582	-	521	511	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	207	229	600	190	216	718	1039	-	-	1237	-	-
Stage 1	581	565	-	502	502	-	-	-	-	-	-	-
Stage 2	499	499	-	542	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	195	600	135	184	718	1039	-	-	1237	-	-
Mov Cap-2 Maneuver	183	195	-	135	184	-	-	-	-	-	-	-
Stage 1	494	565	-	427	427	-	-	-	-	-	-	-
Stage 2	425	425	-	435	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	121.1	31.9	2.5	0
HCM LOS	F	D		

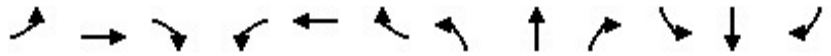
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1039	-	-	259	135	1237	-	-
HCM Lane V/C Ratio	0.122	-	-	1.08	0.008	-	-	-
HCM Control Delay (s)	8.9	0	-	121.1	31.9	0	-	-
HCM Lane LOS	A	A	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	11.6	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	254	311	116	62	387	322	150	259	96	633	401	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	265	324	121	65	403	335	156	270	100	659	418	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	223	208	72	111	460	362	217	297	103	275	115	22
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	277	409	141	90	905	712	409	871	300	530	336	64
Grp Volume(v), veh/h	710	0	0	803	0	0	526	0	0	1157	0	0
Grp Sat Flow(s),veh/h/ln	828	0	0	1707	0	0	1580	0	0	931	0	0
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	30.5	0.0	0.0	26.1	0.0	0.0	19.7	0.0	0.0	20.5	0.0	0.0
Prop In Lane	0.37		0.17	0.08		0.42	0.30		0.19	0.57		0.07
Lane Grp Cap(c), veh/h	503	0	0	933	0	0	617	0	0	412	0	0
V/C Ratio(X)	1.41	0.00	0.00	0.86	0.00	0.00	0.85	0.00	0.00	2.81	0.00	0.00
Avail Cap(c_a), veh/h	503	0	0	933	0	0	617	0	0	412	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	13.5	0.0	0.0	19.3	0.0	0.0	22.2	0.0	0.0
Incr Delay (d2), s/veh	196.7	0.0	0.0	8.3	0.0	0.0	13.9	0.0	0.0	819.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	34.3	0.0	0.0	10.1	0.0	0.0	8.7	0.0	0.0	99.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	214.0	0.0	0.0	21.8	0.0	0.0	33.2	0.0	0.0	841.4	0.0	0.0
LnGrp LOS	F	A	A	C	A	A	C	A	A	F	A	A
Approach Vol, veh/h		710			803			526			1157	
Approach Delay, s/veh		214.0			21.8			33.2			841.4	
Approach LOS		F			C			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		30.5		20.5		30.5				
Max Q Clear Time (g_c+I1), s		21.7		32.5		22.5		28.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.4				

Intersection Summary												
HCM 6th Ctrl Delay			363.1									
HCM 6th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	505	492	53	80	486	123	41	106	58	88	163	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	580	566	61	92	559	141	47	122	67	101	187	556
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	232	598	64	196	472	119	151	380	209	484	146	433
Arrive On Green	0.08	0.36	0.36	0.05	0.32	0.32	0.04	0.33	0.33	0.05	0.35	0.35
Sat Flow, veh/h	1795	1672	180	1795	1453	366	1795	1144	628	1795	418	1243
Grp Volume(v), veh/h	580	0	627	92	0	700	47	0	189	101	0	743
Grp Sat Flow(s),veh/h/ln	1795	0	1853	1795	0	1819	1795	0	1772	1795	0	1661
Q Serve(g_s), s	7.4	0.0	28.9	3.0	0.0	28.6	1.5	0.0	7.0	3.2	0.0	30.7
Cycle Q Clear(g_c), s	7.4	0.0	28.9	3.0	0.0	28.6	1.5	0.0	7.0	3.2	0.0	30.7
Prop In Lane	1.00		0.10	1.00		0.20	1.00		0.35	1.00		0.75
Lane Grp Cap(c), veh/h	232	0	663	196	0	590	151	0	589	484	0	579
V/C Ratio(X)	2.49	0.00	0.95	0.47	0.00	1.19	0.31	0.00	0.32	0.21	0.00	1.28
Avail Cap(c_a), veh/h	232	0	663	238	0	590	190	0	589	531	0	579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	27.5	22.4	0.0	29.8	22.8	0.0	22.0	17.8	0.0	28.7
Incr Delay (d2), s/veh	685.3	0.0	22.6	1.7	0.0	99.8	1.2	0.0	1.4	0.2	0.0	140.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	47.3	0.0	16.3	1.3	0.0	28.3	0.7	0.0	3.1	1.3	0.0	34.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	708.2	0.0	50.0	24.2	0.0	129.5	23.9	0.0	23.4	18.0	0.0	169.1
LnGrp LOS	F	A	D	C	A	F	C	A	C	B	A	F
Approach Vol, veh/h		1207			792			236			844	
Approach Delay, s/veh		366.3			117.3			23.5			151.1	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	33.8	9.0	36.0	7.9	35.2	11.9	33.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	28.9	6.5	29.5	5.3	30.7	7.4	28.6
Max Q Clear Time (g_c+I1), s	5.2	9.0	5.0	30.9	3.5	32.7	9.4	30.6
Green Ext Time (p_c), s	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	217.0
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	56	910	705	27	29	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	61	989	766	29	32	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	795	0	-	0	1892	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	831	-	-	-	77	395
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	64	395
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	68.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	136
HCM Lane V/C Ratio	0.073	-	-	-	0.631
HCM Control Delay (s)	9.7	0	-	-	68.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.3

Intersection	
Int Delay, s/veh	156.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Future Vol, veh/h	32	108	28	102	103	15	359	124	71	3	52	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	117	30	111	112	16	390	135	77	3	57	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	147	0	0	574	552	132	650	559	120
Stage 1	-	-	-	-	-	-	202	202	-	342	342	-
Stage 2	-	-	-	-	-	-	372	350	-	308	217	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1435	-	-	430	442	917	382	438	931
Stage 1	-	-	-	-	-	-	800	734	-	673	638	-
Stage 2	-	-	-	-	-	-	648	633	-	702	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1435	-	-	~ 351	395	917	238	391	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 351	395	-	238	391	-
Stage 1	-	-	-	-	-	-	779	715	-	656	585	-
Stage 2	-	-	-	-	-	-	536	580	-	508	704	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	3.6	279.4	16.1
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	392	1458	-	-	1435	-	-	386
HCM Lane V/C Ratio	1.536	0.024	-	-	0.077	-	-	0.161
HCM Control Delay (s)	279.4	7.5	0	-	7.7	0	-	16.1
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	33.1	0.1	-	-	0.3	-	-	0.6

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

Intersection	
Int Delay, s/veh	1173

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	16	30	145	469	22
Future Vol, veh/h	516	1018	451	391	834	367
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	573	1131	501	434	927	408

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2567	1131	1335	0	-	0
Stage 1	1131	-	-	-	-	-
Stage 2	1436	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	~ 28	~ 245	517	-	-	-
Stage 1	~ 305	-	-	-	-	-
Stage 2	~ 217	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	~ 245	517	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	~ 217	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	2717.4	32.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	517	-	245	-	-
HCM Lane V/C Ratio	0.969	-	6.957	-	-
HCM Control Delay (s)	60.6	$	2717.4	-	-
HCM Lane LOS	F	A	F	-	-
HCM 95th %tile Q(veh)	12.8	-	185.9	-	-

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	87	48	29	180	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	52	32	196	30	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	381	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	621	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	605	930
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1435	-
HCM Lane V/C Ratio	0.064	-	-	0.022	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	637	52	6	215	0	55	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	692	57	7	234	0	60	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	749	0	0	969	969	721	972	997	234
Stage 1	-	-	-	-	-	-	721	721	-	248	248	-
Stage 2	-	-	-	-	-	-	248	248	-	724	749	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1333	-	-	860	-	-	233	254	427	232	244	805
Stage 1	-	-	-	-	-	-	419	432	-	756	701	-
Stage 2	-	-	-	-	-	-	756	701	-	417	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1333	-	-	860	-	-	231	252	427	227	242	805
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	252	-	227	242	-
Stage 1	-	-	-	-	-	-	419	432	-	756	695	-
Stage 2	-	-	-	-	-	-	749	695	-	411	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	25.4	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	242	1333	-	-	860	-	-	-
HCM Lane V/C Ratio	0.274	-	-	-	0.008	-	-	-
HCM Control Delay (s)	25.4	0	-	-	9.2	0	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Future Vol, veh/h	884	484	197	101	135	40	86	452	195	34	772	415
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	951	520	212	109	145	43	92	486	210	37	830	446

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1996	2007	1053	2268	2125	591	1276	0	0	696	0	0
Stage 1	1127	1127	-	775	775	-	-	-	-	-	-	-
Stage 2	869	880	-	1493	1350	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	~ 43	~ 57	266	~ 28	~ 48	496	544	-	-	873	-	-
Stage 1	~ 241	~ 272	-	382	399	-	-	-	-	-	-	-
Stage 2	~ 337	~ 356	-	149	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 45	266	-	~ 38	496	544	-	-	873	-	-
Mov Cap-2 Maneuver	-	~ 45	-	-	~ 38	-	-	-	-	-	-	-
Stage 1	~ 200	~ 261	-	317	332	-	-	-	-	-	-	-
Stage 2	~ 144	~ 296	-	-	204	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.5	0.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	544	-	-	-	59	-	48	873	-	-
HCM Lane V/C Ratio	0.17	-	-	-	12.411	-	3.92	0.042	-	-
HCM Control Delay (s)	13	-	-	-	$ 5266.6	-	$ 1488.1	9.3	-	-
HCM Lane LOS	B	-	-	-	F	-	F	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	87.3	-	20.9	0.1	-	-

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

Intersection	
Int Delay, s/veh	8.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	19	156	21	68	417
Future Vol, veh/h	72	403	473	42	126	1690
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	76	424	498	44	133	1779

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2565	520	0	0	542	0
Stage 1	520	-	-	-	-	-
Stage 2	2045	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	~ 28	552	-	-	1027	-
Stage 1	593	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	552	-	-	1027	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.1	0	0.6
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	552	1027	-
HCM Lane V/C Ratio	-	-	0.906	0.129	-
HCM Control Delay (s)	-	-	46.1	9	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	10.8	0.4	-

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

Intersection	
Int Delay, s/veh	455

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	50	42	10	42	2
Future Vol, veh/h	111	304	232	452	634	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	118	323	247	481	674	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	728	0	-	0	1047	488
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	559	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	866	-	-	-	~ 253	580
Stage 1	-	-	-	-	~ 617	-
Stage 2	-	-	-	-	~ 572	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	866	-	-	-	~ 211	580
Mov Cap-2 Maneuver	-	-	-	-	~ 211	-
Stage 1	-	-	-	-	~ 515	-
Stage 2	-	-	-	-	~ 572	-

Approach	EB	WB	SB
HCM Control Delay, s	2.6	0	$ 1122
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	866	-	-	-	234
HCM Lane V/C Ratio	0.136	-	-	-	3.401
HCM Control Delay (s)	9.8	0	-	-	$ 1122
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	74.2

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Future Vol, veh/h	194	761	890	164	480	65	843	149	367	364	102	705
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	211	827	967	178	522	71	916	162	399	396	111	766

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	593	0	0	1794	0	0	3085	2682	1311	2927	3130	558
Stage 1	-	-	-	-	-	-	1733	1733	-	914	914	-
Stage 2	-	-	-	-	-	-	1352	949	-	2013	2216	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	949	-	-	325	-	-	~ 7	~ 22	~ 194	~ 10	~ 11	~ 529
Stage 1	-	-	-	-	-	-	~ 112	~ 142	-	~ 327	352	-
Stage 2	-	-	-	-	-	-	~ 185	339	-	~ 76	~ 81	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	949	-	-	325	-	-	-	~ 8	~ 194	-	~ 4	~ 529
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 8	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	~ 87	~ 110	-	~ 254	159	-
Stage 2	-	-	-	-	-	-	-	~ 153	-	~ 29	~ 63	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	6.6		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	949	-	-	325	-	-	-
HCM Lane V/C Ratio	-	0.222	-	-	0.548	-	-	-
HCM Control Delay (s)	-	9.9	-	-	28.7	-	-	-
HCM Lane LOS	-	A	-	-	D	-	-	-
HCM 95th %tile Q(veh)	-	0.8	-	-	3.1	-	-	-

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

Development: The Distellery

Driveway: 1 Driveway 1 (Node 45)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 45) to Origin 1 (Node 46)	45.00	34	45.00	20
2	Driveway 1 (Node 45) to Origin 2 (Node 1)	25.00	19	25.00	11
3	Driveway 1 (Node 45) to Origin 3 (Node 6)	10.00	8	10.00	4
4	Driveway 1 (Node 45) to Origin 4 (Node 27)	5.00	4	5.00	2
5	Driveway 1 (Node 45) to Origin 5 (Node 28)	0.00	0	0.00	0
6	Driveway 1 (Node 45) to Origin 6 (Node 23)	0.00	0	0.00	0
8	Driveway 1 (Node 45) to Origin 8 (Node 104)	0.00	0	0.00	0
9	Driveway 1 (Node 45) to Origin 9 (Node 42)	0.00	0	0.00	0
10	Driveway 1 (Node 45) to Origin 10 (Node 36)	15.00	11	15.00	7

Development: DHL Facility (South Side)

Driveway: 1 Driveway 1 (Node 50)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 50) to Origin 1 (Node 46)	42.00	333	25.00	93
2	Driveway 1 (Node 50) to Origin 2 (Node 1)	28.00	222	50.00	187
3	Driveway 1 (Node 50) to Origin 3 (Node 6)	10.00	79	10.00	37
4	Driveway 1 (Node 50) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 50) to Origin 5 (Node 28)	10.00	79	7.00	26
6	Driveway 1 (Node 50) to Origin 6 (Node 23)	0.00	0	0.00	0
7	Driveway 1 (Node 50) to Origin 7 (Node 36)	10.00	79	8.00	30
8	Driveway 1 (Node 50) to Origin 8 (Node 42)	0.00	0	0.00	0
9	Driveway 1 (Node 50) to Origin 9 (Node 38)	0.00	0	0.00	0

Development: DHL Facility (North Side)

Driveway: 1 Driveway 1 (Node 47)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 47) to Origin 1 (Node 46)	42.00	301	25.00	84
2	Driveway 1 (Node 47) to Origin 2 (Node 1)	28.00	200	50.00	169
3	Driveway 1 (Node 47) to Origin 3 (Node 6)	10.00	72	10.00	34
4	Driveway 1 (Node 47) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 47) to Origin 5 (Node 28)	10.00	72	7.00	24
6	Driveway 1 (Node 47) to Origin 6 (Node 23)	0.00	0	0.00	0
7	Driveway 1 (Node 47) to Origin 7 (Node 36)	10.00	72	8.00	27
8	Driveway 1 (Node 47) to Origin 8 (Node 42)	0.00	0	0.00	0
9	Driveway 1 (Node 47) to Origin 9 (Node 38)	0.00	0	0.00	0

Development: Ashville Fischer Homes

Driveway: 1 Driveway 1 (Node 52)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 52) to Origin 1 (Node 46)	20.96	24	18.07	12
2	Driveway 1 (Node 52) to Origin 2 (Node 1)	13.33	15	13.05	9
3	Driveway 1 (Node 52) to Origin 3 (Node 6)	6.22	7	8.62	6
4	Driveway 1 (Node 52) to Origin 4 (Node 27)	0.00	0	34.40	24
5	Driveway 1 (Node 52) to Origin 5 (Node 28)	11.80	13	0.00	0
6	Driveway 1 (Node 52) to Origin 6 (Node 23)	5.90	7	7.87	5
7	Driveway 1 (Node 52) to Origin 7 (Node 36)	21.14	24	4.95	3
8	Driveway 1 (Node 52) to Origin 8 (Node 42)	17.44	20	10.50	7
9	Driveway 1 (Node 52) to Origin 9 (Node 38)	3.21	4	2.54	2

Development: 146 DU Development

Driveway: 1 Driveway 1 (Node 59)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 59) to Origin 1 (Node 46)	10.48	10	9.03	5
2	Driveway 1 (Node 59) to Origin 2 (Node 1)	6.66	6	6.53	4
3	Driveway 1 (Node 59) to Origin 3 (Node 6)	3.11	3	4.31	2
4	Driveway 1 (Node 59) to Origin 4 (Node 27)	0.00	0	17.20	9
5	Driveway 1 (Node 59) to Origin 5 (Node 28)	5.90	6	0.00	0
6	Driveway 1 (Node 59) to Origin 6 (Node 23)	2.95	3	3.94	2
7	Driveway 1 (Node 59) to Origin 7 (Node 36)	10.57	10	2.47	1
8	Driveway 1 (Node 59) to Origin 8 (Node 42)	8.72	8	5.25	3
9	Driveway 1 (Node 59) to Origin 9 (Node 38)	1.58	1	1.27	1

Development: 146 DU Development

Driveway: 2 Driveway 2 (Node 61)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 61) to Origin 1 (Node 46)	10.48	10	9.03	5
2	Driveway 2 (Node 61) to Origin 2 (Node 1)	6.66	6	6.53	4
3	Driveway 2 (Node 61) to Origin 3 (Node 6)	3.11	3	4.31	2
4	Driveway 2 (Node 61) to Origin 4 (Node 27)	0.00	0	17.20	9
5	Driveway 2 (Node 61) to Origin 5 (Node 28)	5.95	6	0.00	0
6	Driveway 2 (Node 61) to Origin 6 (Node 23)	2.95	3	3.94	2
7	Driveway 2 (Node 61) to Origin 7 (Node 36)	10.57	10	2.47	1
8	Driveway 2 (Node 61) to Origin 8 (Node 42)	8.72	8	5.25	3
9	Driveway 2 (Node 61) to Origin 9 (Node 38)	1.59	1	1.27	1

Development: 42 DU Development

Driveway: 1 Driveway 1 (Node 65)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 65) to Origin 1 (Node 46)	20.96	6	18.07	3
2	Driveway 1 (Node 65) to Origin 2 (Node 1)	13.33	4	13.05	2
3	Driveway 1 (Node 65) to Origin 3 (Node 6)	6.22	2	8.62	1
4	Driveway 1 (Node 65) to Origin 4 (Node 27)	0.00	0	34.40	6
5	Driveway 1 (Node 65) to Origin 5 (Node 28)	11.80	3	0.00	0
6	Driveway 1 (Node 65) to Origin 6 (Node 23)	5.90	2	7.87	1
7	Driveway 1 (Node 65) to Origin 7 (Node 36)	21.14	6	4.95	1
8	Driveway 1 (Node 65) to Origin 8 (Node 42)	17.44	5	10.50	2
9	Driveway 1 (Node 65) to Origin 9 (Node 38)	3.21	1	2.54	0

Development: 138 DU Development

Driveway: 1 Driveway 1 (Node 73)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 73) to Origin 1 (Node 46)	20.96	-450112573	18.07	-388050295
2	Driveway 1 (Node 73) to Origin 2 (Node 1)	13.33	-286259570	13.05	-280246616
3	Driveway 1 (Node 73) to Origin 3 (Node 6)	6.22	-133573483	8.62	-185113090
4	Driveway 1 (Node 73) to Origin 4 (Node 27)	0.00	0	34.40	-738734375
5	Driveway 1 (Node 73) to Origin 5 (Node 28)	11.80	-253403070	0.00	0
6	Driveway 1 (Node 73) to Origin 6 (Node 23)	5.90	-126701535	7.87	-169006963
7	Driveway 1 (Node 73) to Origin 7 (Node 36)	21.14	-453978043	4.95	-106300441
8	Driveway 1 (Node 73) to Origin 8 (Node 42)	17.44	-374521148	10.50	-225485783
9	Driveway 1 (Node 73) to Origin 9 (Node 38)	3.21	-68934225	2.54	-54546085

Development: 556 DU Development

Driveway: 1 Driveway 1 (Node 63)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 63) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 1 (Node 63) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 1 (Node 63) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 1 (Node 63) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 63) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 1 (Node 63) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 1 (Node 63) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 1 (Node 63) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 1 (Node 63) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 2 Driveway 2 (Node 69)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 69) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 2 (Node 69) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 2 (Node 69) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 2 (Node 69) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 69) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 2 (Node 69) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 2 (Node 69) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 2 (Node 69) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 2 (Node 69) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 3 Driveway 3 (Node 67)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 3 (Node 67) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 3 (Node 67) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 3 (Node 67) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 3 (Node 67) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 3 (Node 67) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 3 (Node 67) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 3 (Node 67) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 3 (Node 67) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 3 (Node 67) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 4 Driveway 4 (Node 71)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 4 (Node 71) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 4 (Node 71) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 4 (Node 71) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 4 (Node 71) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 4 (Node 71) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 4 (Node 71) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 4 (Node 71) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 4 (Node 71) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 4 (Node 71) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: Bates Farm Development

Driveway: 1 Driveway 1 (Node 56)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 56) to Origin 1 (Node 46)	15.32	71	16.90	46
2	Driveway 1 (Node 56) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 56) to Origin 3 (Node 6)	2.83	13	3.98	11
4	Driveway 1 (Node 56) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 56) to Origin 5 (Node 28)	8.63	40	5.00	14
6	Driveway 1 (Node 56) to Origin 6 (Node 23)	8.33	39	7.00	19
7	Driveway 1 (Node 56) to Origin 7 (Node 36)	0.00	0	5.00	14
8	Driveway 1 (Node 56) to Origin 8 (Node 42)	12.75	59	9.82	27
9	Driveway 1 (Node 56) to Origin 9 (Node 38)	2.15	10	2.30	6

Development: Bates Farm Development

Driveway: 2 Driveway 2 (Node 57)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 57) to Origin 1 (Node 46)	15.32	71	16.90	46
2	Driveway 2 (Node 57) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 57) to Origin 3 (Node 6)	2.83	13	3.98	11
4	Driveway 2 (Node 57) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 57) to Origin 5 (Node 28)	8.63	40	5.00	14
6	Driveway 2 (Node 57) to Origin 6 (Node 23)	8.33	39	7.00	19
7	Driveway 2 (Node 57) to Origin 7 (Node 36)	0.00	0	5.00	14
8	Driveway 2 (Node 57) to Origin 8 (Node 42)	12.75	59	9.82	27
9	Driveway 2 (Node 57) to Origin 9 (Node 38)	2.15	10	2.29	6

Development: 64 DU Development

Driveway: 1 Driveway 1 (Node 75)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 75) to Origin 1 (Node 46)	20.96	9	18.07	4
2	Driveway 1 (Node 75) to Origin 2 (Node 1)	13.33	6	13.05	3
3	Driveway 1 (Node 75) to Origin 3 (Node 6)	6.22	3	8.62	2
4	Driveway 1 (Node 75) to Origin 4 (Node 27)	0.00	0	34.40	8
5	Driveway 1 (Node 75) to Origin 5 (Node 28)	11.80	5	0.00	0
6	Driveway 1 (Node 75) to Origin 6 (Node 23)	5.90	2	7.87	2
7	Driveway 1 (Node 75) to Origin 7 (Node 36)	21.14	9	4.95	1
8	Driveway 1 (Node 75) to Origin 8 (Node 42)	17.44	7	10.50	3
9	Driveway 1 (Node 75) to Origin 9 (Node 38)	3.21	1	2.54	1

Development: 304 DU Development

Driveway: 1 Driveway 1 (Node 80)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 80) to Origin 1 (Node 46)	5.00	9	2.71	3
2	Driveway 1 (Node 80) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 80) to Origin 3 (Node 6)	6.00	11	7.00	8
4	Driveway 1 (Node 80) to Origin 4 (Node 27)	0.00	0	3.00	3
5	Driveway 1 (Node 80) to Origin 5 (Node 28)	9.89	18	12.00	13
6	Driveway 1 (Node 80) to Origin 6 (Node 23)	5.00	9	5.00	5
7	Driveway 1 (Node 80) to Origin 7 (Node 36)	7.00	13	10.00	11
8	Driveway 1 (Node 80) to Origin 8 (Node 42)	14.65	27	8.00	9
9	Driveway 1 (Node 80) to Origin 9 (Node 38)	2.46	5	2.29	2

Development: 304 DU Development

Driveway: 2 Driveway 2 (Node 82)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 82) to Origin 1 (Node 46)	5.00	9	2.71	3
2	Driveway 2 (Node 82) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 82) to Origin 3 (Node 6)	6.00	11	7.00	8
4	Driveway 2 (Node 82) to Origin 4 (Node 27)	0.00	0	3.00	3
5	Driveway 2 (Node 82) to Origin 5 (Node 28)	9.89	18	12.00	13
6	Driveway 2 (Node 82) to Origin 6 (Node 23)	5.00	9	5.00	5
7	Driveway 2 (Node 82) to Origin 7 (Node 36)	7.00	13	10.00	11
8	Driveway 2 (Node 82) to Origin 8 (Node 42)	14.65	27	8.00	9
9	Driveway 2 (Node 82) to Origin 9 (Node 38)	2.46	5	2.29	2

Development: 301 DU Development

Driveway: 1 Driveway 1 (Node 79)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 79) to Origin 1 (Node 46)	15.80	29	5.00	5
2	Driveway 1 (Node 79) to Origin 2 (Node 1)	10.05	18	8.00	9
3	Driveway 1 (Node 79) to Origin 3 (Node 6)	2.92	5	6.00	7
4	Driveway 1 (Node 79) to Origin 4 (Node 27)	0.00	0	2.20	2
5	Driveway 1 (Node 79) to Origin 5 (Node 28)	8.90	16	8.00	9
6	Driveway 1 (Node 79) to Origin 6 (Node 23)	1.99	4	4.00	4
7	Driveway 1 (Node 79) to Origin 7 (Node 36)	0.00	0	10.00	11
8	Driveway 1 (Node 79) to Origin 8 (Node 42)	13.15	24	8.74	10
9	Driveway 1 (Node 79) to Origin 9 (Node 38)	2.21	4	2.04	2

Development: 301 DU Development

Driveway: 2 Driveway 2 (Node 77)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 77) to Origin 1 (Node 46)	15.80	29	5.00	5
2	Driveway 2 (Node 77) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 77) to Origin 3 (Node 6)	2.92	5	6.00	7
4	Driveway 2 (Node 77) to Origin 4 (Node 27)	0.00	0	2.25	2
5	Driveway 2 (Node 77) to Origin 5 (Node 28)	8.90	16	8.00	9
6	Driveway 2 (Node 77) to Origin 6 (Node 23)	1.99	4	4.00	4
7	Driveway 2 (Node 77) to Origin 7 (Node 36)	0.00	0	10.00	11
8	Driveway 2 (Node 77) to Origin 8 (Node 42)	13.15	24	8.74	10
9	Driveway 2 (Node 77) to Origin 9 (Node 38)	2.21	4	2.04	2

Development: Mixed Use Commercial (1,303,000 SF)

Driveway: 1 Driveway 1 (Node 91)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 91) to Origin 1 (Node 46)	3.20	21	3.00	32
2	Driveway 1 (Node 91) to Origin 2 (Node 1)	3.20	21	3.00	32
3	Driveway 1 (Node 91) to Origin 3 (Node 6)	6.20	40	15.00	159
4	Driveway 1 (Node 91) to Origin 4 (Node 27)	0.00	0	33.00	351
5	Driveway 1 (Node 91) to Origin 5 (Node 28)	11.80	76	0.00	0
6	Driveway 1 (Node 91) to Origin 6 (Node 23)	5.90	38	10.00	106
7	Driveway 1 (Node 91) to Origin 7 (Node 36)	25.00	161	15.00	159
8	Driveway 1 (Node 91) to Origin 8 (Node 42)	20.00	129	9.00	96
9	Driveway 1 (Node 91) to Origin 9 (Node 38)	24.70	159	12.00	128

Development: 452 DU Development

Driveway: 1 Driveway 1 (Node 83)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 83) to Origin 1 (Node 46)	10.48	29	9.03	14
2	Driveway 1 (Node 83) to Origin 2 (Node 1)	6.66	18	6.52	10
3	Driveway 1 (Node 83) to Origin 3 (Node 6)	3.11	8	4.30	7
4	Driveway 1 (Node 83) to Origin 4 (Node 27)	0.00	0	17.20	28
5	Driveway 1 (Node 83) to Origin 5 (Node 28)	5.90	16	0.00	0
6	Driveway 1 (Node 83) to Origin 6 (Node 23)	3.00	8	3.94	6
7	Driveway 1 (Node 83) to Origin 7 (Node 36)	10.57	29	2.48	4
8	Driveway 1 (Node 83) to Origin 8 (Node 42)	8.72	24	5.25	8
9	Driveway 1 (Node 83) to Origin 9 (Node 38)	1.56	4	1.28	2

Development: 452 DU Development

Driveway: 2 Driveway 2 (Node 85)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 85) to Origin 1 (Node 46)	10.48	29	9.03	14
2	Driveway 2 (Node 85) to Origin 2 (Node 1)	6.66	18	6.52	10
3	Driveway 2 (Node 85) to Origin 3 (Node 6)	3.11	8	4.30	7
4	Driveway 2 (Node 85) to Origin 4 (Node 27)	0.00	0	17.20	28
5	Driveway 2 (Node 85) to Origin 5 (Node 28)	5.90	16	0.00	0
6	Driveway 2 (Node 85) to Origin 6 (Node 23)	3.00	8	3.94	6
7	Driveway 2 (Node 85) to Origin 7 (Node 36)	10.57	29	2.48	4
8	Driveway 2 (Node 85) to Origin 8 (Node 42)	8.72	24	5.25	8
9	Driveway 2 (Node 85) to Origin 9 (Node 38)	1.56	4	1.28	2

Development: 185 DU Development

Driveway: 1 Driveway 1 (Node 87)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 87) to Origin 1 (Node 46)	15.80	18	0.00	0
2	Driveway 1 (Node 87) to Origin 2 (Node 1)	10.05	12	0.00	0
3	Driveway 1 (Node 87) to Origin 3 (Node 6)	2.92	3	3.54	2
4	Driveway 1 (Node 87) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 87) to Origin 5 (Node 28)	8.90	10	11.89	8
6	Driveway 1 (Node 87) to Origin 6 (Node 23)	1.99	2	3.30	2
7	Driveway 1 (Node 87) to Origin 7 (Node 36)	0.00	0	13.00	9
8	Driveway 1 (Node 87) to Origin 8 (Node 42)	13.15	15	16.26	11
9	Driveway 1 (Node 87) to Origin 9 (Node 38)	2.21	3	2.00	1

Development: 185 DU Development

Driveway: 2 Driveway 2 (Node 89)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 89) to Origin 1 (Node 46)	15.80	18	0.00	0
2	Driveway 2 (Node 89) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 89) to Origin 3 (Node 6)	2.92	3	3.54	2
4	Driveway 2 (Node 89) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 89) to Origin 5 (Node 28)	8.90	10	11.89	8
6	Driveway 2 (Node 89) to Origin 6 (Node 23)	1.99	2	3.30	2
7	Driveway 2 (Node 89) to Origin 7 (Node 36)	0.00	0	13.00	9
8	Driveway 2 (Node 89) to Origin 8 (Node 42)	13.15	15	16.26	11
9	Driveway 2 (Node 89) to Origin 9 (Node 38)	2.21	3	2.00	1

Development: Commerical/Industrial Support (128,500 SF)

Driveway: 1 Driveway 1 (Node 99)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 99) to Origin 1 (Node 46)	0.00	0	0.00	0
2	Driveway 1 (Node 99) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 99) to Origin 3 (Node 6)	6.80	5	10.00	12
4	Driveway 1 (Node 99) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 99) to Origin 5 (Node 28)	20.70	14	27.90	34
6	Driveway 1 (Node 99) to Origin 6 (Node 23)	7.50	5	10.00	12
7	Driveway 1 (Node 99) to Origin 7 (Node 36)	25.00	17	20.00	24
8	Driveway 1 (Node 99) to Origin 8 (Node 42)	35.00	24	30.00	36
9	Driveway 1 (Node 99) to Origin 9 (Node 38)	5.00	3	2.10	3

Development: Commerical/Industrial Support (87,500 SF)

Driveway: 1 Driveway 1 (Node 101)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 101) to Origin 1 (Node 46)	0.00	0	0.00	0
2	Driveway 1 (Node 101) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 101) to Origin 3 (Node 6)	6.80	3	10.00	9
4	Driveway 1 (Node 101) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 101) to Origin 5 (Node 28)	10.00	5	5.00	4
6	Driveway 1 (Node 101) to Origin 6 (Node 23)	5.00	2	0.00	0
7	Driveway 1 (Node 101) to Origin 7 (Node 36)	18.20	8	25.00	22
8	Driveway 1 (Node 101) to Origin 8 (Node 42)	55.00	25	55.00	47
9	Driveway 1 (Node 101) to Origin 9 (Node 38)	5.00	2	5.00	4

Development: Mixed Use Commercial and Support Area (173,304 SF)

Driveway: 1 Driveway 1 (Node 97)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 97) to Origin 1 (Node 38)	5.00	34	3.00	33
2	Driveway 1 (Node 97) to Origin 2 (Node 42)	30.00	202	25.00	278
3	Driveway 1 (Node 97) to Origin 3 (Node 104)	2.00	13	1.00	11
4	Driveway 1 (Node 97) to Origin 4 (Node 114)	2.00	13	1.00	11
5	Driveway 1 (Node 97) to Origin 5 (Node 36)	10.00	67	15.00	167
6	Driveway 1 (Node 97) to Origin 6 (Node 23)	1.00	7	5.00	56

Development: Mixed Use Commercial and Support Area (173,304 SF)

Driveway: 2 Driveway 2 (Node 103)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 103) to Origin 1 (Node 38)	5.00	34	3.00	33
2	Driveway 2 (Node 103) to Origin 2 (Node 42)	30.00	202	25.00	278
3	Driveway 2 (Node 103) to Origin 3 (Node 104)	2.00	13	1.00	11
4	Driveway 2 (Node 103) to Origin 4 (Node 114)	2.00	13	1.00	11
5	Driveway 2 (Node 103) to Origin 5 (Node 36)	10.00	67	15.00	167
6	Driveway 2 (Node 103) to Origin 6 (Node 23)	1.00	7	5.00	56

Development: Mixed Use Commercial (862,000 SF)

Driveway: 1 Driveway 1 (Node 93)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 93) to Origin 1 (Node 38)	5.00	23	3.00	22
2	Driveway 1 (Node 93) to Origin 2 (Node 23)	3.00	14	4.00	29
3	Driveway 1 (Node 93) to Origin 3 (Node 36)	15.00	68	15.00	110
4	Driveway 1 (Node 93) to Origin 4 (Node 114)	5.00	23	5.00	37
5	Driveway 1 (Node 93) to Origin 5 (Node 104)	2.00	9	3.00	22
6	Driveway 1 (Node 93) to Origin 6 (Node 42)	20.00	91	20.00	147

Development: Mixed Use Commercial (862,000 SF)

Driveway: 2 Driveway 2 (Node 95)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 95) to Origin 1 (Node 38)	5.00	23	3.00	22
2	Driveway 2 (Node 95) to Origin 2 (Node 23)	3.00	14	4.00	29
3	Driveway 2 (Node 95) to Origin 3 (Node 36)	15.00	68	15.00	110
4	Driveway 2 (Node 95) to Origin 4 (Node 114)	5.00	23	5.00	37
5	Driveway 2 (Node 95) to Origin 5 (Node 104)	2.00	9	3.00	22
6	Driveway 2 (Node 95) to Origin 6 (Node 42)	20.00	91	20.00	147

Development: Flex Industrial (1,330,168 SF)

Driveway: 1 Driveway 1 (Node 107)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 107) to Origin 1 (Node 42)	30.00	34	25.00	105
2	Driveway 1 (Node 107) to Origin 2 (Node 38)	1.00	1	1.00	4
3	Driveway 1 (Node 107) to Origin 3 (Node 23)	4.00	4	7.00	29
4	Driveway 1 (Node 107) to Origin 4 (Node 36)	10.00	11	15.00	63
5	Driveway 1 (Node 107) to Origin 5 (Node 114)	3.00	3	1.00	4
6	Driveway 1 (Node 107) to Origin 6 (Node 104)	2.00	2	1.00	4

Development: Flex Industrial (1,330,168 SF)

Driveway: 2 Driveway 2 (Node 106)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 106) to Origin 1 (Node 42)	30.00	34	25.00	105
2	Driveway 2 (Node 106) to Origin 2 (Node 38)	1.00	1	1.00	4
3	Driveway 2 (Node 106) to Origin 3 (Node 23)	4.00	4	7.00	29
4	Driveway 2 (Node 106) to Origin 4 (Node 36)	10.00	11	15.00	63
5	Driveway 2 (Node 106) to Origin 5 (Node 114)	3.00	3	1.00	4
6	Driveway 2 (Node 106) to Origin 6 (Node 104)	2.00	2	1.00	4

Development: Flex Industrial (175,284 SF)

Driveway: 1 Driveway 1 (Node 116)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 116) to Origin 1 (Node 42)	70.00	16	72.00	67
2	Driveway 1 (Node 116) to Origin 2 (Node 38)	2.00	0	0.00	0
3	Driveway 1 (Node 116) to Origin 3 (Node 23)	8.00	2	12.00	11
4	Driveway 1 (Node 116) to Origin 4 (Node 36)	10.00	2	12.00	11
5	Driveway 1 (Node 116) to Origin 5 (Node 114)	5.00	1	3.00	3
6	Driveway 1 (Node 116) to Origin 6 (Node 104)	5.00	1	1.00	1

Development: Warehouse and Logistics (3,120,000 SF)

Driveway: 1 Driveway 1 (Node 112)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 112) to Origin 1 (Node 42)	30.00	57	30.00	251
2	Driveway 1 (Node 112) to Origin 2 (Node 38)	2.00	4	0.50	4
3	Driveway 1 (Node 112) to Origin 3 (Node 23)	1.00	2	3.00	25
4	Driveway 1 (Node 112) to Origin 4 (Node 36)	10.00	19	12.00	100
5	Driveway 1 (Node 112) to Origin 5 (Node 114)	4.00	8	1.50	13
6	Driveway 1 (Node 112) to Origin 6 (Node 104)	3.00	6	3.00	25

Development: Warehouse and Logistics (3,120,000 SF)

Driveway: 2 Driveway 2 (Node 118)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 118) to Origin 1 (Node 42)	30.00	57	30.00	251
2	Driveway 2 (Node 118) to Origin 2 (Node 38)	2.00	4	0.50	4
3	Driveway 2 (Node 118) to Origin 3 (Node 23)	1.00	2	3.00	25
4	Driveway 2 (Node 118) to Origin 4 (Node 36)	10.00	19	12.00	100
5	Driveway 2 (Node 118) to Origin 5 (Node 114)	4.00	8	1.50	13
6	Driveway 2 (Node 118) to Origin 6 (Node 104)	3.00	6	3.00	25

Development: Warehouse and Logistics (387,000 SF)

Driveway: 1 Driveway 1 (Node 108)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 108) to Origin 1 (Node 42)	33.00	11	32.00	44
2	Driveway 1 (Node 108) to Origin 2 (Node 38)	0.00	0	1.00	1
3	Driveway 1 (Node 108) to Origin 3 (Node 23)	3.00	1	5.00	7
4	Driveway 1 (Node 108) to Origin 4 (Node 36)	12.00	4	10.00	14
5	Driveway 1 (Node 108) to Origin 5 (Node 114)	1.00	0	1.00	1
6	Driveway 1 (Node 108) to Origin 6 (Node 104)	1.00	0	1.00	1

Development: Warehouse and Logistics (387,000 SF)

Driveway: 2 Driveway 2 (Node 110)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 110) to Origin 1 (Node 42)	33.00	11	32.00	44
2	Driveway 2 (Node 110) to Origin 2 (Node 38)	0.00	0	1.00	1
3	Driveway 2 (Node 110) to Origin 3 (Node 23)	3.00	1	5.00	7
4	Driveway 2 (Node 110) to Origin 4 (Node 36)	12.00	4	10.00	14
5	Driveway 2 (Node 110) to Origin 5 (Node 114)	1.00	0	1.00	1
6	Driveway 2 (Node 110) to Origin 6 (Node 104)	1.00	0	1.00	1

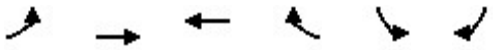
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	358	350	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	31	488	477	10	4	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	487	0	-	0	1032	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1081	-	-	-	260	588
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1081	-	-	-	250	588
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1081	-	-	-	503
HCM Lane V/C Ratio	0.029	-	-	-	0.065
HCM Control Delay (s)	8.4	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	251	215	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	121	335	287	27	32	167
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	194	436	649	61	105	546
Arrive On Green	0.38	0.38	0.38	0.38	0.45	0.45
Sat Flow, veh/h	280	1138	1697	160	234	1223
Grp Volume(v), veh/h	456	0	0	314	200	0
Grp Sat Flow(s),veh/h/ln	1418	0	0	1856	1465	0
Q Serve(g_s), s	9.4	0.0	0.0	6.6	4.6	0.0
Cycle Q Clear(g_c), s	16.1	0.0	0.0	6.6	4.6	0.0
Prop In Lane	0.27			0.09	0.16	0.83
Lane Grp Cap(c), veh/h	629	0	0	711	654	0
V/C Ratio(X)	0.72	0.00	0.00	0.44	0.31	0.00
Avail Cap(c_a), veh/h	848	0	0	970	654	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	12.1	9.3	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	2.4	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	0.0	0.0	12.5	10.6	0.0
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h		456	314		200	
Approach Delay, s/veh		17.2	12.5		10.6	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			24.7		28.0	24.7
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			18.1		6.6	8.6
Green Ext Time (p_c), s			2.1		0.5	1.8

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	96.6

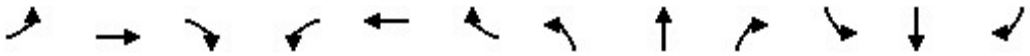
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	34	1	74	1	0	0	40	66	0	0	73	26
Future Vol, veh/h	151	1	111	1	0	0	119	308	0	0	386	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	0	0	0	5	5	5	1	1	1
Mvmt Flow	193	1	142	1	0	0	152	393	0	0	493	120

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1250	1250	553	1322	1310	393	613	0	0	393	0	0
Stage 1	553	553	-	697	697	-	-	-	-	-	-	-
Stage 2	697	697	-	625	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.2	4.15	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.3	2.245	-	-	2.209	-	-
Pot Cap-1 Maneuver	~ 150	173	533	135	160	660	952	-	-	1171	-	-
Stage 1	517	514	-	435	446	-	-	-	-	-	-	-
Stage 2	431	443	-	476	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 126	138	533	83	127	660	952	-	-	1171	-	-
Mov Cap-2 Maneuver	~ 126	138	-	83	127	-	-	-	-	-	-	-
Stage 1	412	514	-	346	355	-	-	-	-	-	-	-
Stage 2	343	353	-	349	486	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 425.8	49.1	2.6	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	952	-	-	186	83	1171	-	-
HCM Lane V/C Ratio	0.16	-	-	1.805	0.015	-	-	-
HCM Control Delay (s)	9.5	0	-	$ 425.8	49.1	0	-	-
HCM Lane LOS	A	A	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.6	-	-	24	0	0	-	-

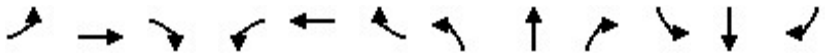
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	254	311	116	62	387	322	150	259	96	633	401	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	318	389	145	78	484	402	188	324	120	791	501	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	201	161	57	113	456	361	223	288	102	271	112	21
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	234	317	113	96	896	710	426	844	298	518	328	63
Grp Volume(v), veh/h	852	0	0	964	0	0	632	0	0	1388	0	0
Grp Sat Flow(s),veh/h/ln	663	0	0	1702	0	0	1568	0	0	909	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	30.5	0.0	0.0	30.5	0.0	0.0	20.5	0.0	0.0	20.5	0.0	0.0
Prop In Lane	0.37		0.17	0.08		0.42	0.30		0.19	0.57		0.07
Lane Grp Cap(c), veh/h	420	0	0	930	0	0	613	0	0	405	0	0
V/C Ratio(X)	2.03	0.00	0.00	1.04	0.00	0.00	1.03	0.00	0.00	3.43	0.00	0.00
Avail Cap(c_a), veh/h	420	0	0	930	0	0	613	0	0	405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	15.7	0.0	0.0	20.9	0.0	0.0	22.1	0.0	0.0
Incr Delay (d2), s/veh	472.2	0.0	0.0	39.5	0.0	0.0	44.3	0.0	0.0	1098.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	60.8	0.0	0.0	21.0	0.0	0.0	15.7	0.0	0.0	129.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	489.5	0.0	0.0	55.1	0.0	0.0	65.3	0.0	0.0	1121.0	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	F	A	A	F	A	A
Approach Vol, veh/h		852			964			632			1388	
Approach Delay, s/veh		489.5			55.1			65.3			1121.0	
Approach LOS		F			E			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.0		35.0		25.0		35.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		20.5		30.5		20.5		30.5				
Max Q Clear Time (g_c+I1), s		22.5		32.5		22.5		32.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		538.9
HCM 6th LOS		F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	505	492	53	80	486	123	41	106	58	88	163	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	697	679	73	110	670	170	57	146	80	121	225	668
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	231	582	63	187	469	119	158	374	205	461	145	432
Arrive On Green	0.08	0.35	0.35	0.06	0.32	0.32	0.04	0.33	0.33	0.06	0.35	0.35
Sat Flow, veh/h	1795	1673	180	1795	1451	368	1795	1145	627	1795	419	1243
Grp Volume(v), veh/h	697	0	752	110	0	840	57	0	226	121	0	893
Grp Sat Flow(s),veh/h/ln	1795	0	1853	1795	0	1819	1795	0	1772	1795	0	1661
Q Serve(g_s), s	7.4	0.0	30.8	3.6	0.0	28.6	1.8	0.0	8.7	3.9	0.0	30.8
Cycle Q Clear(g_c), s	7.4	0.0	30.8	3.6	0.0	28.6	1.8	0.0	8.7	3.9	0.0	30.8
Prop In Lane	1.00		0.10	1.00		0.20	1.00		0.35	1.00		0.75
Lane Grp Cap(c), veh/h	231	0	644	187	0	588	158	0	579	461	0	577
V/C Ratio(X)	3.01	0.00	1.17	0.59	0.00	1.43	0.36	0.00	0.39	0.26	0.00	1.55
Avail Cap(c_a), veh/h	231	0	644	213	0	588	189	0	579	491	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	28.9	22.6	0.0	30.0	22.9	0.0	23.0	18.1	0.0	28.9
Incr Delay (d2), s/veh	916.9	0.0	91.4	3.3	0.0	203.0	1.4	0.0	2.0	0.3	0.0	254.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	62.0	0.0	29.3	1.6	0.0	45.1	0.8	0.0	3.9	1.6	0.0	52.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	940.3	0.0	120.2	25.9	0.0	233.0	24.3	0.0	25.0	18.4	0.0	283.5
LnGrp LOS	F	A	F	C	A	F	C	A	C	B	A	F
Approach Vol, veh/h		1449			950			283			1014	
Approach Delay, s/veh		514.7			209.0			24.9			251.9	
Approach LOS		F			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	33.4	9.7	35.3	8.3	35.3	11.9	33.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	28.9	6.5	29.5	5.3	30.7	7.4	28.6
Max Q Clear Time (g_c+I1), s	5.6	10.7	5.6	32.8	3.8	32.8	9.4	30.6
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	326.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	56	910	705	27	29	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	73	1187	920	35	38	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	955	0	-	0	2271	938
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	1333	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	724	-	-	-	44	321
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	246	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	~ 31	321
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	246	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	$ 356
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	724	-	-	-	72
HCM Lane V/C Ratio	0.101	-	-	-	1.431
HCM Control Delay (s)	10.5	0	-	-	$ 356
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	8.5

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

Intersection	
Int Delay, s/veh	352.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	33	28	15	39	15	0	0	3	3	0	0
Future Vol, veh/h	32	108	28	102	103	15	359	124	71	3	52	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	141	37	133	134	20	468	162	93	4	68	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	178	0	0	690	664	160	781	672	144
Stage 1	-	-	-	-	-	-	244	244	-	410	410	-
Stage 2	-	-	-	-	-	-	446	420	-	371	262	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1426	-	-	1398	-	-	~ 359	381	885	312	377	903
Stage 1	-	-	-	-	-	-	760	704	-	619	595	-
Stage 2	-	-	-	-	-	-	591	589	-	649	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1426	-	-	1398	-	-	~ 271	330	885	156	326	903
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 271	330	-	156	326	-
Stage 1	-	-	-	-	-	-	735	681	-	599	533	-
Stage 2	-	-	-	-	-	-	~ 461	528	-	428	668	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	3.6	$ 631.8	19.9
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1426	-	-	1398	-	-	315
HCM Lane V/C Ratio	2.324	0.029	-	-	0.095	-	-	0.236
HCM Control Delay (s)	$ 631.8	7.6	0	-	7.8	0	-	19.9
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	56.3	0.1	-	-	0.3	-	-	0.9

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

Intersection	
Int Delay, s/veh	2051.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	16	30	145	469	22
Future Vol, veh/h	516	1018	451	391	834	367
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	688	1357	601	521	1112	489

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3080	1357	1601	0	-	0
Stage 1	1357	-	-	-	-	-
Stage 2	1723	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	~ 13	~ 180	~ 409	-	-	-
Stage 1	~ 237	-	-	-	-	-
Stage 2	~ 156	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	0	~ 180	~ 409	-	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	~ 156	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	4710.2	133.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	~ 409	-	180	-	-
HCM Lane V/C Ratio	1.47	-	11.363	-	-
HCM Control Delay (s)	250.1	$	4710.2	-	-
HCM Lane LOS	F	A	F	-	-
HCM 95th %tile Q(veh)	31.3	-	236.4	-	-

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	87	48	29	180	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	63	38	235	37	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	456	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	562	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	545	902
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1400	-
HCM Lane V/C Ratio	0.084	-	-	0.027	-
HCM Control Delay (s)	11.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	637	52	6	215	0	55	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	831	68	8	280	0	72	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	899	0	0	1161	1161	865	1165	1195	280
Stage 1	-	-	-	-	-	-	865	865	-	296	296	-
Stage 2	-	-	-	-	-	-	296	296	-	869	899	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1283	-	-	756	-	-	172	195	353	171	186	759
Stage 1	-	-	-	-	-	-	348	371	-	712	668	-
Stage 2	-	-	-	-	-	-	712	668	-	347	358	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	756	-	-	170	192	353	166	184	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	170	192	-	166	184	-
Stage 1	-	-	-	-	-	-	348	371	-	712	659	-
Stage 2	-	-	-	-	-	-	703	659	-	339	358	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	40.3	0
HCM LOS			E	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	179	1283	-	-	756	-	-	-
HCM Lane V/C Ratio	0.444	-	-	-	0.01	-	-	-
HCM Control Delay (s)	40.3	0	-	-	9.8	0	-	0
HCM Lane LOS	E	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	151	114	9	53	10	51	43	10	27	237	76
Future Vol, veh/h	884	484	197	101	135	40	86	452	195	34	772	415
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	190	-	-	195	-	-	240	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	9	9	9	8	8	8	2	2	2	8	8	8
Mvmt Flow	1141	625	254	130	174	52	111	583	252	44	996	535

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2396	2409	1264	2722	2550	709	1531	0	0	835	0	0
Stage 1	1352	1352	-	931	931	-	-	-	-	-	-	-
Stage 2	1044	1057	-	1791	1619	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.18	6.58	6.28	4.12	-	-	4.18	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.572	4.072	3.372	2.218	-	-	2.272	-	-
Pot Cap-1 Maneuver	~ 22	~ 31	~ 200	~ 13	~ 26	424	435	-	-	773	-	-
Stage 1	~ 179	~ 211	-	312	338	-	-	-	-	-	-	-
Stage 2	~ 268	~ 293	-	~ 100	~ 157	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 22	~ 200	-	~ 18	424	435	-	-	773	-	-
Mov Cap-2 Maneuver	-	~ 22	-	-	~ 18	-	-	-	-	-	-	-
Stage 1	~ 133	~ 199	-	232	252	-	-	-	-	-	-	-
Stage 2	~ 54	~ 218	-	~ 55	~ 148	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			1.9	0.3
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	435	-	-	-	30	-	23	773	-	-
HCM Lane V/C Ratio	0.255	-	-	-	29.29	-	9.818	0.057	-	-
HCM Control Delay (s)	16.1	-	-	-	$ 12978.7	-	$ 4296.7	9.9	-	-
HCM Lane LOS	C	-	-	-	F	-	F	A	-	-
HCM 95th %tile Q(veh)	1	-	-	-	109.1	-	28.3	0.2	-	-

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

Intersection	
Int Delay, s/veh	551.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	19	156	21	68	417
Future Vol, veh/h	72	403	473	42	126	1690
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	91	509	597	53	159	2135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3077	624	0	0	650	0
Stage 1	624	-	-	-	-	-
Stage 2	2453	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.12	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.218	-
Pot Cap-1 Maneuver	~ 13	~ 482	-	-	936	-
Stage 1	530	-	-	-	-	-
Stage 2	~ 66	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 13	~ 482	-	-	936	-
Mov Cap-2 Maneuver	~ 13	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	~ 66	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	3256.9	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	75	936	-
HCM Lane V/C Ratio	-	-	8	0.17	-
HCM Control Delay (s)	-	-	$ 3256.9	9.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	68.9	0.6	-

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

Intersection	
Int Delay, s/veh	914.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	50	42	10	42	2
Future Vol, veh/h	111	304	232	452	634	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	0	0	2	2
Mvmt Flow	142	388	296	577	809	146

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	873	0	-	0	1257	585
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	672	-
Critical Hdwy	4.14	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	764	-	-	-	~ 189	511
Stage 1	-	-	-	-	~ 557	-
Stage 2	-	-	-	-	~ 508	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	764	-	-	-	~ 144	511
Mov Cap-2 Maneuver	-	-	-	-	~ 144	-
Stage 1	-	-	-	-	~ 425	-
Stage 2	-	-	-	-	~ 508	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	$ 2256.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	764	-	-	-	162
HCM Lane V/C Ratio	0.185	-	-	-	5.894
HCM Control Delay (s)	10.8	0	-		$ 2256.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	102.6

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

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	297	0	0	180	0	0	0	0	0	0	0
Future Vol, veh/h	194	761	890	164	480	65	843	149	367	364	102	705
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	10	10	10	2	2	2	2	2	2
Mvmt Flow	253	993	1161	214	626	85	1100	194	479	475	133	920

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	711	0	0	2154	0	0	3703	3219	1574	3513	3757	669
Stage 1	-	-	-	-	-	-	2080	2080	-	1097	1097	-
Stage 2	-	-	-	-	-	-	1623	1139	-	2416	2660	-
Critical Hdwy	4.19	-	-	4.2	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.281	-	-	2.29	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	857	-	-	234	-	-	~ 3	~ 10	~ 135	~ 3	~ 4	~ 458
Stage 1	-	-	-	-	-	-	~ 70	~ 95	-	~ 258	289	-
Stage 2	-	-	-	-	-	-	~ 129	276	-	~ 44	~ 47	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	857	-	-	234	-	-	-	~ 1	~ 135	-	0	~ 458
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 49	~ 67	-	~ 182	~ 25	-
Stage 2	-	-	-	-	-	-	~ 48	~ 23	-	~ 150	~ 33	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	19.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	857	-	-	234	-	-	-
HCM Lane V/C Ratio	-	0.295	-	-	0.914	-	-	-
HCM Control Delay (s)	-	11	-	-	82.9	-	-	-
HCM Lane LOS	-	B	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	1.2	-	-	7.8	-	-	-

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

Development: The Distellery

Driveway: 1 Driveway 1 (Node 45)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 45) to Origin 1 (Node 46)	45.00	34	45.00	20
2	Driveway 1 (Node 45) to Origin 2 (Node 1)	25.00	19	25.00	11
3	Driveway 1 (Node 45) to Origin 3 (Node 6)	10.00	8	10.00	4
4	Driveway 1 (Node 45) to Origin 4 (Node 27)	5.00	4	5.00	2
5	Driveway 1 (Node 45) to Origin 5 (Node 28)	0.00	0	0.00	0
6	Driveway 1 (Node 45) to Origin 6 (Node 23)	0.00	0	0.00	0
8	Driveway 1 (Node 45) to Origin 8 (Node 104)	0.00	0	0.00	0
9	Driveway 1 (Node 45) to Origin 9 (Node 42)	0.00	0	0.00	0
10	Driveway 1 (Node 45) to Origin 10 (Node 36)	15.00	11	15.00	7

Development: DHL Facility (South Side)

Driveway: 1 Driveway 1 (Node 50)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 50) to Origin 1 (Node 46)	42.00	333	25.00	93
2	Driveway 1 (Node 50) to Origin 2 (Node 1)	28.00	222	50.00	187
3	Driveway 1 (Node 50) to Origin 3 (Node 6)	10.00	79	10.00	37
4	Driveway 1 (Node 50) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 50) to Origin 5 (Node 28)	10.00	79	7.00	26
6	Driveway 1 (Node 50) to Origin 6 (Node 23)	0.00	0	0.00	0
7	Driveway 1 (Node 50) to Origin 7 (Node 36)	10.00	79	8.00	30
8	Driveway 1 (Node 50) to Origin 8 (Node 42)	0.00	0	0.00	0
9	Driveway 1 (Node 50) to Origin 9 (Node 38)	0.00	0	0.00	0

Development: DHL Facility (North Side)

Driveway: 1 Driveway 1 (Node 47)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 47) to Origin 1 (Node 46)	42.00	301	25.00	84
2	Driveway 1 (Node 47) to Origin 2 (Node 1)	28.00	200	50.00	169
3	Driveway 1 (Node 47) to Origin 3 (Node 6)	10.00	72	10.00	34
4	Driveway 1 (Node 47) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 47) to Origin 5 (Node 28)	10.00	72	7.00	24
6	Driveway 1 (Node 47) to Origin 6 (Node 23)	0.00	0	0.00	0
7	Driveway 1 (Node 47) to Origin 7 (Node 36)	10.00	72	8.00	27
8	Driveway 1 (Node 47) to Origin 8 (Node 42)	0.00	0	0.00	0
9	Driveway 1 (Node 47) to Origin 9 (Node 38)	0.00	0	0.00	0

Development: Ashville Fischer Homes

Driveway: 1 Driveway 1 (Node 52)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 52) to Origin 1 (Node 46)	20.96	24	18.07	12
2	Driveway 1 (Node 52) to Origin 2 (Node 1)	13.33	15	13.05	9
3	Driveway 1 (Node 52) to Origin 3 (Node 6)	6.22	7	8.62	6
4	Driveway 1 (Node 52) to Origin 4 (Node 27)	0.00	0	34.40	24
5	Driveway 1 (Node 52) to Origin 5 (Node 28)	11.80	13	0.00	0
6	Driveway 1 (Node 52) to Origin 6 (Node 23)	5.90	7	7.87	5
7	Driveway 1 (Node 52) to Origin 7 (Node 36)	21.14	24	4.95	3
8	Driveway 1 (Node 52) to Origin 8 (Node 42)	17.44	20	10.50	7
9	Driveway 1 (Node 52) to Origin 9 (Node 38)	3.21	4	2.54	2

Development: 146 DU Development

Driveway: 1 Driveway 1 (Node 59)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 59) to Origin 1 (Node 46)	10.48	10	9.03	5
2	Driveway 1 (Node 59) to Origin 2 (Node 1)	6.66	6	6.53	4
3	Driveway 1 (Node 59) to Origin 3 (Node 6)	3.11	3	4.31	2
4	Driveway 1 (Node 59) to Origin 4 (Node 27)	0.00	0	17.20	9
5	Driveway 1 (Node 59) to Origin 5 (Node 28)	5.90	6	0.00	0
6	Driveway 1 (Node 59) to Origin 6 (Node 23)	2.95	3	3.94	2
7	Driveway 1 (Node 59) to Origin 7 (Node 36)	10.57	10	2.47	1
8	Driveway 1 (Node 59) to Origin 8 (Node 42)	8.72	8	5.25	3
9	Driveway 1 (Node 59) to Origin 9 (Node 38)	1.58	1	1.27	1

Development: 146 DU Development

Driveway: 2 Driveway 2 (Node 61)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 61) to Origin 1 (Node 46)	10.48	10	9.03	5
2	Driveway 2 (Node 61) to Origin 2 (Node 1)	6.66	6	6.53	4
3	Driveway 2 (Node 61) to Origin 3 (Node 6)	3.11	3	4.31	2
4	Driveway 2 (Node 61) to Origin 4 (Node 27)	0.00	0	17.20	9
5	Driveway 2 (Node 61) to Origin 5 (Node 28)	5.95	6	0.00	0
6	Driveway 2 (Node 61) to Origin 6 (Node 23)	2.95	3	3.94	2
7	Driveway 2 (Node 61) to Origin 7 (Node 36)	10.57	10	2.47	1
8	Driveway 2 (Node 61) to Origin 8 (Node 42)	8.72	8	5.25	3
9	Driveway 2 (Node 61) to Origin 9 (Node 38)	1.59	1	1.27	1

Development: 42 DU Development

Driveway: 1 Driveway 1 (Node 65)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 65) to Origin 1 (Node 46)	20.96	6	18.07	3
2	Driveway 1 (Node 65) to Origin 2 (Node 1)	13.33	4	13.05	2
3	Driveway 1 (Node 65) to Origin 3 (Node 6)	6.22	2	8.62	1
4	Driveway 1 (Node 65) to Origin 4 (Node 27)	0.00	0	34.40	6
5	Driveway 1 (Node 65) to Origin 5 (Node 28)	11.80	3	0.00	0
6	Driveway 1 (Node 65) to Origin 6 (Node 23)	5.90	2	7.87	1
7	Driveway 1 (Node 65) to Origin 7 (Node 36)	21.14	6	4.95	1
8	Driveway 1 (Node 65) to Origin 8 (Node 42)	17.44	5	10.50	2
9	Driveway 1 (Node 65) to Origin 9 (Node 38)	3.21	1	2.54	0

Development: 138 DU Development

Driveway: 1 Driveway 1 (Node 73)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 73) to Origin 1 (Node 46)	20.96	-450112573	18.07	-388050295
2	Driveway 1 (Node 73) to Origin 2 (Node 1)	13.33	-286259570	13.05	-280246616
3	Driveway 1 (Node 73) to Origin 3 (Node 6)	6.22	-133573483	8.62	-185113090
4	Driveway 1 (Node 73) to Origin 4 (Node 27)	0.00	0	34.40	-738734375
5	Driveway 1 (Node 73) to Origin 5 (Node 28)	11.80	-253403070	0.00	0
6	Driveway 1 (Node 73) to Origin 6 (Node 23)	5.90	-126701535	7.87	-169006963
7	Driveway 1 (Node 73) to Origin 7 (Node 36)	21.14	-453978043	4.95	-106300441
8	Driveway 1 (Node 73) to Origin 8 (Node 42)	17.44	-374521148	10.50	-225485783
9	Driveway 1 (Node 73) to Origin 9 (Node 38)	3.21	-68934225	2.54	-54546085

Development: 556 DU Development

Driveway: 1 Driveway 1 (Node 63)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 63) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 1 (Node 63) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 1 (Node 63) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 1 (Node 63) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 63) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 1 (Node 63) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 1 (Node 63) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 1 (Node 63) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 1 (Node 63) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 2 Driveway 2 (Node 69)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 69) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 2 (Node 69) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 2 (Node 69) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 2 (Node 69) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 69) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 2 (Node 69) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 2 (Node 69) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 2 (Node 69) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 2 (Node 69) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 3 Driveway 3 (Node 67)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 3 (Node 67) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 3 (Node 67) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 3 (Node 67) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 3 (Node 67) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 3 (Node 67) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 3 (Node 67) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 3 (Node 67) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 3 (Node 67) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 3 (Node 67) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: 556 DU Development

Driveway: 4 Driveway 4 (Node 71)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 4 (Node 71) to Origin 1 (Node 46)	6.41	21	6.79	13
2	Driveway 4 (Node 71) to Origin 2 (Node 1)	4.08	14	4.91	10
3	Driveway 4 (Node 71) to Origin 3 (Node 6)	1.19	4	1.60	3
4	Driveway 4 (Node 71) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 4 (Node 71) to Origin 5 (Node 28)	3.61	12	5.37	10
6	Driveway 4 (Node 71) to Origin 6 (Node 23)	3.48	12	1.47	3
7	Driveway 4 (Node 71) to Origin 7 (Node 36)	0.00	0	0.00	0
8	Driveway 4 (Node 71) to Origin 8 (Node 42)	5.33	18	3.94	8
9	Driveway 4 (Node 71) to Origin 9 (Node 38)	0.90	3	0.92	2

Development: Bates Farm Development

Driveway: 1 Driveway 1 (Node 56)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 56) to Origin 1 (Node 46)	15.32	71	16.90	46
2	Driveway 1 (Node 56) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 56) to Origin 3 (Node 6)	2.83	13	3.98	11
4	Driveway 1 (Node 56) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 56) to Origin 5 (Node 28)	8.63	40	5.00	14
6	Driveway 1 (Node 56) to Origin 6 (Node 23)	8.33	39	7.00	19
7	Driveway 1 (Node 56) to Origin 7 (Node 36)	0.00	0	5.00	14
8	Driveway 1 (Node 56) to Origin 8 (Node 42)	12.75	59	9.82	27
9	Driveway 1 (Node 56) to Origin 9 (Node 38)	2.15	10	2.30	6

Development: Bates Farm Development

Driveway: 2 Driveway 2 (Node 57)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 57) to Origin 1 (Node 46)	15.32	71	16.90	46
2	Driveway 2 (Node 57) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 57) to Origin 3 (Node 6)	2.83	13	3.98	11
4	Driveway 2 (Node 57) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 57) to Origin 5 (Node 28)	8.63	40	5.00	14
6	Driveway 2 (Node 57) to Origin 6 (Node 23)	8.33	39	7.00	19
7	Driveway 2 (Node 57) to Origin 7 (Node 36)	0.00	0	5.00	14
8	Driveway 2 (Node 57) to Origin 8 (Node 42)	12.75	59	9.82	27
9	Driveway 2 (Node 57) to Origin 9 (Node 38)	2.15	10	2.29	6

Development: 64 DU Development

Driveway: 1 Driveway 1 (Node 75)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 75) to Origin 1 (Node 46)	20.96	9	18.07	4
2	Driveway 1 (Node 75) to Origin 2 (Node 1)	13.33	6	13.05	3
3	Driveway 1 (Node 75) to Origin 3 (Node 6)	6.22	3	8.62	2
4	Driveway 1 (Node 75) to Origin 4 (Node 27)	0.00	0	34.40	8
5	Driveway 1 (Node 75) to Origin 5 (Node 28)	11.80	5	0.00	0
6	Driveway 1 (Node 75) to Origin 6 (Node 23)	5.90	2	7.87	2
7	Driveway 1 (Node 75) to Origin 7 (Node 36)	21.14	9	4.95	1
8	Driveway 1 (Node 75) to Origin 8 (Node 42)	17.44	7	10.50	3
9	Driveway 1 (Node 75) to Origin 9 (Node 38)	3.21	1	2.54	1

Development: 304 DU Development

Driveway: 1 Driveway 1 (Node 80)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 80) to Origin 1 (Node 46)	5.00	9	2.71	3
2	Driveway 1 (Node 80) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 80) to Origin 3 (Node 6)	6.00	11	7.00	8
4	Driveway 1 (Node 80) to Origin 4 (Node 27)	0.00	0	3.00	3
5	Driveway 1 (Node 80) to Origin 5 (Node 28)	9.89	18	12.00	13
6	Driveway 1 (Node 80) to Origin 6 (Node 23)	5.00	9	5.00	5
7	Driveway 1 (Node 80) to Origin 7 (Node 36)	7.00	13	10.00	11
8	Driveway 1 (Node 80) to Origin 8 (Node 42)	14.65	27	8.00	9
9	Driveway 1 (Node 80) to Origin 9 (Node 38)	2.46	5	2.29	2

Development: 304 DU Development

Driveway: 2 Driveway 2 (Node 82)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 82) to Origin 1 (Node 46)	5.00	9	2.71	3
2	Driveway 2 (Node 82) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 82) to Origin 3 (Node 6)	6.00	11	7.00	8
4	Driveway 2 (Node 82) to Origin 4 (Node 27)	0.00	0	3.00	3
5	Driveway 2 (Node 82) to Origin 5 (Node 28)	9.89	18	12.00	13
6	Driveway 2 (Node 82) to Origin 6 (Node 23)	5.00	9	5.00	5
7	Driveway 2 (Node 82) to Origin 7 (Node 36)	7.00	13	10.00	11
8	Driveway 2 (Node 82) to Origin 8 (Node 42)	14.65	27	8.00	9
9	Driveway 2 (Node 82) to Origin 9 (Node 38)	2.46	5	2.29	2

Development: 301 DU Development

Driveway: 1 Driveway 1 (Node 79)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 79) to Origin 1 (Node 46)	15.80	29	5.00	5
2	Driveway 1 (Node 79) to Origin 2 (Node 1)	10.05	18	8.00	9
3	Driveway 1 (Node 79) to Origin 3 (Node 6)	2.92	5	6.00	7
4	Driveway 1 (Node 79) to Origin 4 (Node 27)	0.00	0	2.20	2
5	Driveway 1 (Node 79) to Origin 5 (Node 28)	8.90	16	8.00	9
6	Driveway 1 (Node 79) to Origin 6 (Node 23)	1.99	4	4.00	4
7	Driveway 1 (Node 79) to Origin 7 (Node 36)	0.00	0	10.00	11
8	Driveway 1 (Node 79) to Origin 8 (Node 42)	13.15	24	8.74	10
9	Driveway 1 (Node 79) to Origin 9 (Node 38)	2.21	4	2.04	2

Development: 301 DU Development

Driveway: 2 Driveway 2 (Node 77)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 77) to Origin 1 (Node 46)	15.80	29	5.00	5
2	Driveway 2 (Node 77) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 77) to Origin 3 (Node 6)	2.92	5	6.00	7
4	Driveway 2 (Node 77) to Origin 4 (Node 27)	0.00	0	2.25	2
5	Driveway 2 (Node 77) to Origin 5 (Node 28)	8.90	16	8.00	9
6	Driveway 2 (Node 77) to Origin 6 (Node 23)	1.99	4	4.00	4
7	Driveway 2 (Node 77) to Origin 7 (Node 36)	0.00	0	10.00	11
8	Driveway 2 (Node 77) to Origin 8 (Node 42)	13.15	24	8.74	10
9	Driveway 2 (Node 77) to Origin 9 (Node 38)	2.21	4	2.04	2

Development: Mixed Use Commercial (1,303,000 SF)

Driveway: 1 Driveway 1 (Node 91)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 91) to Origin 1 (Node 46)	3.20	21	3.00	32
2	Driveway 1 (Node 91) to Origin 2 (Node 1)	3.20	21	3.00	32
3	Driveway 1 (Node 91) to Origin 3 (Node 6)	6.20	40	15.00	159
4	Driveway 1 (Node 91) to Origin 4 (Node 27)	0.00	0	33.00	351
5	Driveway 1 (Node 91) to Origin 5 (Node 28)	11.80	76	0.00	0
6	Driveway 1 (Node 91) to Origin 6 (Node 23)	5.90	38	10.00	106
7	Driveway 1 (Node 91) to Origin 7 (Node 36)	25.00	161	15.00	159
8	Driveway 1 (Node 91) to Origin 8 (Node 42)	20.00	129	9.00	96
9	Driveway 1 (Node 91) to Origin 9 (Node 38)	24.70	159	12.00	128

Development: 452 DU Development

Driveway: 1 Driveway 1 (Node 83)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 83) to Origin 1 (Node 46)	10.48	29	9.03	14
2	Driveway 1 (Node 83) to Origin 2 (Node 1)	6.66	18	6.52	10
3	Driveway 1 (Node 83) to Origin 3 (Node 6)	3.11	8	4.30	7
4	Driveway 1 (Node 83) to Origin 4 (Node 27)	0.00	0	17.20	28
5	Driveway 1 (Node 83) to Origin 5 (Node 28)	5.90	16	0.00	0
6	Driveway 1 (Node 83) to Origin 6 (Node 23)	3.00	8	3.94	6
7	Driveway 1 (Node 83) to Origin 7 (Node 36)	10.57	29	2.48	4
8	Driveway 1 (Node 83) to Origin 8 (Node 42)	8.72	24	5.25	8
9	Driveway 1 (Node 83) to Origin 9 (Node 38)	1.56	4	1.28	2

Development: 452 DU Development

Driveway: 2 Driveway 2 (Node 85)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 85) to Origin 1 (Node 46)	10.48	29	9.03	14
2	Driveway 2 (Node 85) to Origin 2 (Node 1)	6.66	18	6.52	10
3	Driveway 2 (Node 85) to Origin 3 (Node 6)	3.11	8	4.30	7
4	Driveway 2 (Node 85) to Origin 4 (Node 27)	0.00	0	17.20	28
5	Driveway 2 (Node 85) to Origin 5 (Node 28)	5.90	16	0.00	0
6	Driveway 2 (Node 85) to Origin 6 (Node 23)	3.00	8	3.94	6
7	Driveway 2 (Node 85) to Origin 7 (Node 36)	10.57	29	2.48	4
8	Driveway 2 (Node 85) to Origin 8 (Node 42)	8.72	24	5.25	8
9	Driveway 2 (Node 85) to Origin 9 (Node 38)	1.56	4	1.28	2

Development: 185 DU Development

Driveway: 1 Driveway 1 (Node 87)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 87) to Origin 1 (Node 46)	15.80	18	0.00	0
2	Driveway 1 (Node 87) to Origin 2 (Node 1)	10.05	12	0.00	0
3	Driveway 1 (Node 87) to Origin 3 (Node 6)	2.92	3	3.54	2
4	Driveway 1 (Node 87) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 87) to Origin 5 (Node 28)	8.90	10	11.89	8
6	Driveway 1 (Node 87) to Origin 6 (Node 23)	1.99	2	3.30	2
7	Driveway 1 (Node 87) to Origin 7 (Node 36)	0.00	0	13.00	9
8	Driveway 1 (Node 87) to Origin 8 (Node 42)	13.15	15	16.26	11
9	Driveway 1 (Node 87) to Origin 9 (Node 38)	2.21	3	2.00	1

Development: 185 DU Development

Driveway: 2 Driveway 2 (Node 89)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 89) to Origin 1 (Node 46)	15.80	18	0.00	0
2	Driveway 2 (Node 89) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 2 (Node 89) to Origin 3 (Node 6)	2.92	3	3.54	2
4	Driveway 2 (Node 89) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 2 (Node 89) to Origin 5 (Node 28)	8.90	10	11.89	8
6	Driveway 2 (Node 89) to Origin 6 (Node 23)	1.99	2	3.30	2
7	Driveway 2 (Node 89) to Origin 7 (Node 36)	0.00	0	13.00	9
8	Driveway 2 (Node 89) to Origin 8 (Node 42)	13.15	15	16.26	11
9	Driveway 2 (Node 89) to Origin 9 (Node 38)	2.21	3	2.00	1

Development: Commerical/Industrial Support (128,500 SF)

Driveway: 1 Driveway 1 (Node 99)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 99) to Origin 1 (Node 46)	0.00	0	0.00	0
2	Driveway 1 (Node 99) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 99) to Origin 3 (Node 6)	6.80	5	10.00	12
4	Driveway 1 (Node 99) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 99) to Origin 5 (Node 28)	20.70	14	27.90	34
6	Driveway 1 (Node 99) to Origin 6 (Node 23)	7.50	5	10.00	12
7	Driveway 1 (Node 99) to Origin 7 (Node 36)	25.00	17	20.00	24
8	Driveway 1 (Node 99) to Origin 8 (Node 42)	35.00	24	30.00	36
9	Driveway 1 (Node 99) to Origin 9 (Node 38)	5.00	3	2.10	3

Development: Commerical/Industrial Support (87,500 SF)

Driveway: 1 Driveway 1 (Node 101)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 101) to Origin 1 (Node 46)	0.00	0	0.00	0
2	Driveway 1 (Node 101) to Origin 2 (Node 1)	0.00	0	0.00	0
3	Driveway 1 (Node 101) to Origin 3 (Node 6)	6.80	3	10.00	9
4	Driveway 1 (Node 101) to Origin 4 (Node 27)	0.00	0	0.00	0
5	Driveway 1 (Node 101) to Origin 5 (Node 28)	10.00	5	5.00	4
6	Driveway 1 (Node 101) to Origin 6 (Node 23)	5.00	2	0.00	0
7	Driveway 1 (Node 101) to Origin 7 (Node 36)	18.20	8	25.00	22
8	Driveway 1 (Node 101) to Origin 8 (Node 42)	55.00	25	55.00	47
9	Driveway 1 (Node 101) to Origin 9 (Node 38)	5.00	2	5.00	4

Development: Mixed Use Commercial and Support Area (173,304 SF)

Driveway: 1 Driveway 1 (Node 97)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 97) to Origin 1 (Node 38)	5.00	34	3.00	33
2	Driveway 1 (Node 97) to Origin 2 (Node 42)	30.00	202	25.00	278
3	Driveway 1 (Node 97) to Origin 3 (Node 104)	2.00	13	1.00	11
4	Driveway 1 (Node 97) to Origin 4 (Node 114)	2.00	13	1.00	11
5	Driveway 1 (Node 97) to Origin 5 (Node 36)	10.00	67	15.00	167
6	Driveway 1 (Node 97) to Origin 6 (Node 23)	1.00	7	5.00	56

Development: Mixed Use Commercial and Support Area (173,304 SF)

Driveway: 2 Driveway 2 (Node 103)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 103) to Origin 1 (Node 38)	5.00	34	3.00	33
2	Driveway 2 (Node 103) to Origin 2 (Node 42)	30.00	202	25.00	278
3	Driveway 2 (Node 103) to Origin 3 (Node 104)	2.00	13	1.00	11
4	Driveway 2 (Node 103) to Origin 4 (Node 114)	2.00	13	1.00	11
5	Driveway 2 (Node 103) to Origin 5 (Node 36)	10.00	67	15.00	167
6	Driveway 2 (Node 103) to Origin 6 (Node 23)	1.00	7	5.00	56

Development: Mixed Use Commercial (862,000 SF)

Driveway: 1 Driveway 1 (Node 93)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 93) to Origin 1 (Node 38)	5.00	23	3.00	22
2	Driveway 1 (Node 93) to Origin 2 (Node 23)	3.00	14	4.00	29
3	Driveway 1 (Node 93) to Origin 3 (Node 36)	15.00	68	15.00	110
4	Driveway 1 (Node 93) to Origin 4 (Node 114)	5.00	23	5.00	37
5	Driveway 1 (Node 93) to Origin 5 (Node 104)	2.00	9	3.00	22
6	Driveway 1 (Node 93) to Origin 6 (Node 42)	20.00	91	20.00	147

Development: Mixed Use Commercial (862,000 SF)

Driveway: 2 Driveway 2 (Node 95)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 95) to Origin 1 (Node 38)	5.00	23	3.00	22
2	Driveway 2 (Node 95) to Origin 2 (Node 23)	3.00	14	4.00	29
3	Driveway 2 (Node 95) to Origin 3 (Node 36)	15.00	68	15.00	110
4	Driveway 2 (Node 95) to Origin 4 (Node 114)	5.00	23	5.00	37
5	Driveway 2 (Node 95) to Origin 5 (Node 104)	2.00	9	3.00	22
6	Driveway 2 (Node 95) to Origin 6 (Node 42)	20.00	91	20.00	147

Development: Flex Industrial (1,330,168 SF)

Driveway: 1 Driveway 1 (Node 107)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 107) to Origin 1 (Node 42)	30.00	34	25.00	105
2	Driveway 1 (Node 107) to Origin 2 (Node 38)	1.00	1	1.00	4
3	Driveway 1 (Node 107) to Origin 3 (Node 23)	4.00	4	7.00	29
4	Driveway 1 (Node 107) to Origin 4 (Node 36)	10.00	11	15.00	63
5	Driveway 1 (Node 107) to Origin 5 (Node 114)	3.00	3	1.00	4
6	Driveway 1 (Node 107) to Origin 6 (Node 104)	2.00	2	1.00	4

Development: Flex Industrial (1,330,168 SF)

Driveway: 2 Driveway 2 (Node 106)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 106) to Origin 1 (Node 42)	30.00	34	25.00	105
2	Driveway 2 (Node 106) to Origin 2 (Node 38)	1.00	1	1.00	4
3	Driveway 2 (Node 106) to Origin 3 (Node 23)	4.00	4	7.00	29
4	Driveway 2 (Node 106) to Origin 4 (Node 36)	10.00	11	15.00	63
5	Driveway 2 (Node 106) to Origin 5 (Node 114)	3.00	3	1.00	4
6	Driveway 2 (Node 106) to Origin 6 (Node 104)	2.00	2	1.00	4

Development: Flex Industrial (175,284 SF)

Driveway: 1 Driveway 1 (Node 116)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 116) to Origin 1 (Node 42)	70.00	16	72.00	67
2	Driveway 1 (Node 116) to Origin 2 (Node 38)	2.00	0	0.00	0
3	Driveway 1 (Node 116) to Origin 3 (Node 23)	8.00	2	12.00	11
4	Driveway 1 (Node 116) to Origin 4 (Node 36)	10.00	2	12.00	11
5	Driveway 1 (Node 116) to Origin 5 (Node 114)	5.00	1	3.00	3
6	Driveway 1 (Node 116) to Origin 6 (Node 104)	5.00	1	1.00	1

Development: Warehouse and Logistics (3,120,000 SF)

Driveway: 1 Driveway 1 (Node 112)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 112) to Origin 1 (Node 42)	30.00	57	30.00	251
2	Driveway 1 (Node 112) to Origin 2 (Node 38)	2.00	4	0.50	4
3	Driveway 1 (Node 112) to Origin 3 (Node 23)	1.00	2	3.00	25
4	Driveway 1 (Node 112) to Origin 4 (Node 36)	10.00	19	12.00	100
5	Driveway 1 (Node 112) to Origin 5 (Node 114)	4.00	8	1.50	13
6	Driveway 1 (Node 112) to Origin 6 (Node 104)	3.00	6	3.00	25

Development: Warehouse and Logistics (3,120,000 SF)

Driveway: 2 Driveway 2 (Node 118)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 118) to Origin 1 (Node 42)	30.00	57	30.00	251
2	Driveway 2 (Node 118) to Origin 2 (Node 38)	2.00	4	0.50	4
3	Driveway 2 (Node 118) to Origin 3 (Node 23)	1.00	2	3.00	25
4	Driveway 2 (Node 118) to Origin 4 (Node 36)	10.00	19	12.00	100
5	Driveway 2 (Node 118) to Origin 5 (Node 114)	4.00	8	1.50	13
6	Driveway 2 (Node 118) to Origin 6 (Node 104)	3.00	6	3.00	25

Development: Warehouse and Logistics (387,000 SF)

Driveway: 1 Driveway 1 (Node 108)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 1 (Node 108) to Origin 1 (Node 42)	33.00	11	32.00	44
2	Driveway 1 (Node 108) to Origin 2 (Node 38)	0.00	0	1.00	1
3	Driveway 1 (Node 108) to Origin 3 (Node 23)	3.00	1	5.00	7
4	Driveway 1 (Node 108) to Origin 4 (Node 36)	12.00	4	10.00	14
5	Driveway 1 (Node 108) to Origin 5 (Node 114)	1.00	0	1.00	1
6	Driveway 1 (Node 108) to Origin 6 (Node 104)	1.00	0	1.00	1

Development: Warehouse and Logistics (387,000 SF)

Driveway: 2 Driveway 2 (Node 110)

Origin #	Route	To		From	
		Distribution %	Trips	Distribution %	Trips
1	Driveway 2 (Node 110) to Origin 1 (Node 42)	33.00	11	32.00	44
2	Driveway 2 (Node 110) to Origin 2 (Node 38)	0.00	0	1.00	1
3	Driveway 2 (Node 110) to Origin 3 (Node 23)	3.00	1	5.00	7
4	Driveway 2 (Node 110) to Origin 4 (Node 36)	12.00	4	10.00	14
5	Driveway 2 (Node 110) to Origin 5 (Node 114)	1.00	0	1.00	1
6	Driveway 2 (Node 110) to Origin 6 (Node 104)	1.00	0	1.00	1

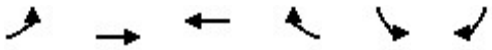
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	358	350	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	26	407	398	8	3	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	406	0	-	0	861	402
Stage 1	-	-	-	-	402	-
Stage 2	-	-	-	-	459	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1158	-	-	-	329	653
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1158	-	-	-	319	653
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	660	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.5
HCM LOS			B

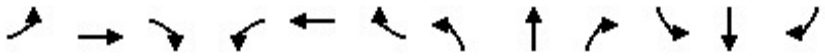
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1158	-	-	-	577
HCM Lane V/C Ratio	0.023	-	-	-	0.047
HCM Control Delay (s)	8.2	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	251	215	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	101	279	239	22	27	139
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	186	391	553	51	116	595
Arrive On Green	0.33	0.33	0.33	0.33	0.49	0.49
Sat Flow, veh/h	281	1202	1700	157	237	1220
Grp Volume(v), veh/h	380	0	0	261	167	0
Grp Sat Flow(s),veh/h/ln	1483	0	0	1857	1465	0
Q Serve(g_s), s	6.3	0.0	0.0	5.3	3.2	0.0
Cycle Q Clear(g_c), s	11.6	0.0	0.0	5.3	3.2	0.0
Prop In Lane	0.27			0.08	0.16	0.83
Lane Grp Cap(c), veh/h	577	0	0	604	715	0
V/C Ratio(X)	0.66	0.00	0.00	0.43	0.23	0.00
Avail Cap(c_a), veh/h	970	0	0	1060	715	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	12.8	7.1	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	0.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	1.9	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	0.0	0.0	13.2	7.9	0.0
LnGrp LOS	B	A	A	B	A	A
Approach Vol, veh/h		380	261		167	
Approach Delay, s/veh		16.2	13.2		7.9	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			20.2		28.0	20.2
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			13.6		5.2	7.3
Green Ext Time (p_c), s			2.1		0.5	1.4

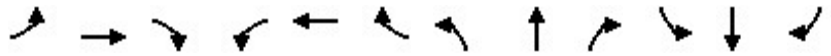
Intersection Summary		
HCM 6th Ctrl Delay		13.5
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1	74	1	0	0	40	66	0	0	73	26
Future Volume (veh/h)	151	1	111	1	0	0	119	308	0	0	386	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1976	1976	1976	1899	1899	1899	1961	1961	1961
Adj Flow Rate, veh/h	161	1	118	1	0	0	127	328	0	0	411	100
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	5	5	5	1	1	1
Cap, veh/h	218	1	160	4	0	0	214	481	0	0	710	173
Arrive On Green	0.22	0.22	0.22	0.00	0.00	0.00	0.47	0.47	0.00	0.00	0.47	0.47
Sat Flow, veh/h	974	6	714	1882	0	0	234	1031	0	0	1523	371
Grp Volume(v), veh/h	280	0	0	1	0	0	455	0	0	0	0	511
Grp Sat Flow(s),veh/h/ln	1693	0	0	1882	0	0	1265	0	0	0	0	1894
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0	8.6
Cycle Q Clear(g_c), s	6.7	0.0	0.0	0.0	0.0	0.0	14.5	0.0	0.0	0.0	0.0	8.6
Prop In Lane	0.57		0.42	1.00		0.00	0.28		0.00	0.00		0.20
Lane Grp Cap(c), veh/h	379	0	0	4	0	0	695	0	0	0	0	883
V/C Ratio(X)	0.74	0.00	0.00	0.23	0.00	0.00	0.65	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	856	0	0	775	0	0	2223	0	0	0	0	2876
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	21.8	0.0	0.0	9.8	0.0	0.0	0.0	0.0	8.5
Incr Delay (d2), s/veh	2.8	0.0	0.0	25.5	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	0.0	0.0	47.3	0.0	0.0	10.8	0.0	0.0	0.0	0.0	9.1
LnGrp LOS	B	A	A	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h		280			1			455			511	
Approach Delay, s/veh		18.6			47.3			10.8			9.1	
Approach LOS		B			D			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.9	14.3	24.9	4.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	66.4	22.1	66.4	18.0
Max Q Clear Time (g_c+I1), s	16.5	8.7	10.6	2.0
Green Ext Time (p_c), s	3.9	1.4	3.9	0.0

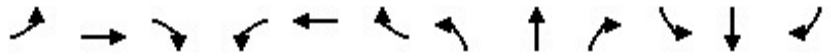
Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	254	311	116	62	387	322	150	259	96	633	401	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	265	324	121	65	403	335	156	270	100	659	418	80
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	475	362	135	205	486	1165	371	404	150	977	597	114
Arrive On Green	0.06	0.28	0.28	0.05	0.26	0.26	0.08	0.31	0.31	0.16	0.38	0.38
Sat Flow, veh/h	3483	1309	489	1795	1885	2812	1795	1312	486	3510	1550	297
Grp Volume(v), veh/h	265	0	445	65	403	335	156	0	370	659	0	498
Grp Sat Flow(s),veh/h/ln	1742	0	1797	1795	1885	1406	1795	0	1798	1755	0	1847
Q Serve(g_s), s	4.7	0.0	20.2	2.2	17.1	6.7	4.9	0.0	15.2	10.0	0.0	19.2
Cycle Q Clear(g_c), s	4.7	0.0	20.2	2.2	17.1	6.7	4.9	0.0	15.2	10.0	0.0	19.2
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		0.16
Lane Grp Cap(c), veh/h	475	0	497	205	486	1165	371	0	554	977	0	711
V/C Ratio(X)	0.56	0.00	0.90	0.32	0.83	0.29	0.42	0.00	0.67	0.67	0.00	0.70
Avail Cap(c_a), veh/h	475	0	577	230	597	1329	379	0	554	1128	0	711
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	29.5	23.5	29.7	16.5	18.5	0.0	25.5	16.3	0.0	21.9
Incr Delay (d2), s/veh	1.5	0.0	15.1	0.9	8.0	0.1	0.8	0.0	6.3	1.3	0.0	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	10.4	1.0	8.5	2.1	2.0	0.0	7.2	3.9	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.6	0.0	44.5	24.4	37.7	16.6	19.3	0.0	31.8	17.6	0.0	27.6
LnGrp LOS	C	A	D	C	D	B	B	A	C	B	A	C
Approach Vol, veh/h		710			803			526			1157	
Approach Delay, s/veh		37.1			27.8			28.1			21.9	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.7	30.6	8.4	27.9	11.3	37.1	10.0	26.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.9	22.8	5.1	27.2	7.1	32.6	5.5	26.8
Max Q Clear Time (g_c+I1), s	12.0	17.2	4.2	22.2	6.9	21.2	6.7	19.1
Green Ext Time (p_c), s	1.2	1.1	0.0	1.3	0.0	2.5	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	505	492	53	80	486	123	41	106	58	88	163	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	580	566	61	92	559	141	47	122	67	101	187	556
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	751	707	76	292	641	543	289	270	148	372	481	717
Arrive On Green	0.14	0.42	0.42	0.05	0.34	0.34	0.04	0.24	0.24	0.06	0.25	0.25
Sat Flow, veh/h	3483	1672	180	1795	1885	1598	1795	1144	628	1795	1885	2812
Grp Volume(v), veh/h	580	0	627	92	559	141	47	0	189	101	187	556
Grp Sat Flow(s),veh/h/ln	1742	0	1853	1795	1885	1598	1795	0	1772	1795	1885	1406
Q Serve(g_s), s	7.9	0.0	23.4	2.6	22.1	5.1	1.5	0.0	7.2	3.3	6.5	14.6
Cycle Q Clear(g_c), s	7.9	0.0	23.4	2.6	22.1	5.1	1.5	0.0	7.2	3.3	6.5	14.6
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	751	0	784	292	641	543	289	0	418	372	481	717
V/C Ratio(X)	0.77	0.00	0.80	0.32	0.87	0.26	0.16	0.00	0.45	0.27	0.39	0.78
Avail Cap(c_a), veh/h	916	0	1006	309	796	674	329	0	418	380	481	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	0.0	20.0	17.3	24.6	19.0	21.5	0.0	26.0	21.2	24.5	27.5
Incr Delay (d2), s/veh	3.3	0.0	3.6	0.6	8.9	0.3	0.3	0.0	3.5	0.4	0.5	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	10.1	1.1	10.8	1.8	0.6	0.0	3.4	1.4	2.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	23.6	18.0	33.5	19.2	21.8	0.0	29.5	21.6	25.0	32.8
LnGrp LOS	C	A	C	B	C	B	C	A	C	C	C	C
Approach Vol, veh/h		1207			792			236			844	
Approach Delay, s/veh		21.9			29.1			27.9			29.7	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	23.2	8.8	38.1	7.7	24.7	15.4	31.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.7	5.1	43.1	5.0	18.8	14.7	33.5
Max Q Clear Time (g_c+I1), s	5.3	9.2	4.6	25.4	3.5	16.6	9.9	24.1
Green Ext Time (p_c), s	0.0	0.7	0.0	4.1	0.0	0.8	1.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	26.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	56	910	705	27	29	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	61	989	766	29	32	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	795	0	-	0	1892	781
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	831	-	-	-	77	395
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	831	-	-	-	64	395
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	68.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	831	-	-	-	136
HCM Lane V/C Ratio	0.073	-	-	-	0.631
HCM Control Delay (s)	9.7	0	-	-	68.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	3.3

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	182	239	602	62
Demand Flow Rate, veh/h	186	243	615	63
Vehicles Circulating, veh/h	174	572	158	625
Vehicles Exiting, veh/h	514	201	202	190
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.6	8.5	9.1	5.9
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	186	243	615	63
Cap Entry Lane, veh/h	1155	770	1174	729
Entry HV Adj Factor	0.977	0.983	0.979	0.982
Flow Entry, veh/h	182	239	602	62
Cap Entry, veh/h	1129	757	1150	716
V/C Ratio	0.161	0.316	0.524	0.086
Control Delay, s/veh	4.6	8.5	9.1	5.9
LOS	A	A	A	A
95th %tile Queue, veh	1	1	3	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	16	30	145	469	22
Future Volume (veh/h)	516	1018	451	391	834	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1870	1870
Adj Flow Rate, veh/h	573	1131	501	434	927	408
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	696	1430	661	1756	1123	501
Arrive On Green	0.40	0.40	0.12	0.49	0.32	0.32
Sat Flow, veh/h	1753	2745	3456	3647	3647	1585
Grp Volume(v), veh/h	573	1131	501	434	927	408
Grp Sat Flow(s),veh/h/ln	1753	1373	1728	1777	1777	1585
Q Serve(g_s), s	24.2	27.8	7.5	5.8	20.0	19.6
Cycle Q Clear(g_c), s	24.2	27.8	7.5	5.8	20.0	19.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	696	1430	661	1756	1123	501
V/C Ratio(X)	0.82	0.79	0.76	0.25	0.83	0.81
Avail Cap(c_a), veh/h	731	1485	785	1998	1238	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	16.1	18.3	12.1	26.2	26.1
Incr Delay (d2), s/veh	7.3	2.9	3.6	0.1	4.4	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	19.8	3.1	2.2	8.7	8.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.6	19.0	21.9	12.1	30.5	34.5
LnGrp LOS	C	B	C	B	C	C
Approach Vol, veh/h	1704			935	1335	
Approach Delay, s/veh	22.6			17.4	31.8	
Approach LOS	C			B	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		45.4		37.3	14.7	30.6
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		46.5		34.5	13.2	28.8
Max Q Clear Time (g_c+I1), s		7.8		29.8	9.5	22.0
Green Ext Time (p_c), s		3.2		3.1	0.7	4.2

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	87	48	29	180	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	52	32	196	30	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	381	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1435	-	621	930
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	783	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1435	-	605	930
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	676	-	-	1435	-
HCM Lane V/C Ratio	0.064	-	-	0.022	-
HCM Control Delay (s)	10.7	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

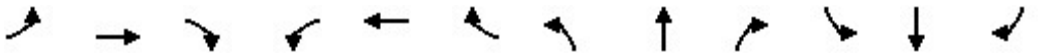
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	637	52	6	215	0	55	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	692	57	7	234	0	60	0	7	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	234	0	0	749	0	0	852	969	375	594	997	117
Stage 1	-	-	-	-	-	-	721	721	-	248	248	-
Stage 2	-	-	-	-	-	-	131	248	-	346	749	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1331	-	-	856	-	-	253	252	623	389	243	913
Stage 1	-	-	-	-	-	-	385	430	-	734	700	-
Stage 2	-	-	-	-	-	-	859	700	-	643	417	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1331	-	-	856	-	-	251	250	623	382	241	913
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	250	-	382	241	-
Stage 1	-	-	-	-	-	-	385	430	-	734	694	-
Stage 2	-	-	-	-	-	-	851	694	-	636	417	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.3	22.9	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	267	1331	-	-	856	-	-	-
HCM Lane V/C Ratio	0.248	-	-	-	0.008	-	-	-
HCM Control Delay (s)	22.9	0	-	-	9.2	0	-	0
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1	0	-	-	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	151	114	9	53	10	51	43	10	27	237	76
Future Volume (veh/h)	884	484	197	101	135	40	86	452	195	34	772	415
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1781	1781	1781	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	951	520	212	109	145	43	92	486	210	37	830	446
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	8	8	8	2	2	2	8	8	8
Cap, veh/h	1222	600	509	228	309	89	230	672	570	237	1158	516
Arrive On Green	0.28	0.34	0.34	0.06	0.12	0.12	0.05	0.36	0.36	0.03	0.34	0.34
Sat Flow, veh/h	3264	1767	1497	1697	2595	745	1781	1870	1585	1697	3385	1510
Grp Volume(v), veh/h	951	520	212	109	93	95	92	486	210	37	830	446
Grp Sat Flow(s),veh/h/ln	1632	1767	1497	1697	1692	1647	1781	1870	1585	1697	1692	1510
Q Serve(g_s), s	20.6	23.8	9.4	4.9	4.4	4.7	2.9	19.5	8.5	1.2	18.5	23.9
Cycle Q Clear(g_c), s	20.6	23.8	9.4	4.9	4.4	4.7	2.9	19.5	8.5	1.2	18.5	23.9
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1222	600	509	228	201	196	230	672	570	237	1158	516
V/C Ratio(X)	0.78	0.87	0.42	0.48	0.46	0.49	0.40	0.72	0.37	0.16	0.72	0.86
Avail Cap(c_a), veh/h	1315	810	686	228	354	344	242	695	589	277	1258	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	26.7	22.0	31.4	35.6	35.7	19.3	24.0	20.5	19.2	24.8	26.6
Incr Delay (d2), s/veh	2.8	7.6	0.5	1.6	1.6	1.9	1.1	3.6	0.4	0.3	1.8	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	10.8	3.3	2.1	1.9	2.0	1.2	8.9	3.1	0.5	7.4	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.7	34.3	22.5	33.0	37.2	37.5	20.4	27.6	20.9	19.5	26.6	39.1
LnGrp LOS	C	C	C	C	D	D	C	C	C	B	C	D
Approach Vol, veh/h		1683			297			788			1313	
Approach Delay, s/veh		26.8			35.8			25.0			30.7	
Approach LOS		C			D			C			C	

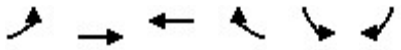
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.4	35.6	9.6	33.9	9.0	34.1	28.7	14.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	32.2	5.1	39.7	5.0	32.2	26.7	18.1
Max Q Clear Time (g_c+I1), s	3.2	21.5	6.9	25.8	4.9	25.9	22.6	6.7
Green Ext Time (p_c), s	0.0	2.9	0.0	3.6	0.0	3.7	1.6	0.7

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	500	542	1912
Demand Flow Rate, veh/h	520	553	1951
Vehicles Circulating, veh/h	508	136	79
Vehicles Exiting, veh/h	181	1894	949
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.4	7.1	14.9
Approach LOS	A	A	B

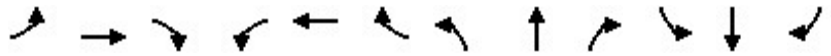
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	R	LT	TR
Assumed Moves	L	TR	LT	R	LT	TR
RT Channelized						
Lane Util	0.152	0.848	0.919	0.081	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	79	441	508	45	917	1034
Cap Entry Lane, veh/h	846	922	1191	1265	1255	1328
Entry HV Adj Factor	0.962	0.961	0.980	0.978	0.980	0.980
Flow Entry, veh/h	76	424	498	44	899	1014
Cap Entry, veh/h	814	887	1168	1237	1230	1302
V/C Ratio	0.093	0.478	0.426	0.036	0.731	0.779
Control Delay, s/veh	5.3	10.1	7.5	3.2	14.1	15.6
LOS	A	B	A	A	B	C
95th %tile Queue, veh	0	3	2	0	7	9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	50	42	10	42	2
Future Volume (veh/h)	111	304	232	452	634	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1900	1900	1870	1870
Adj Flow Rate, veh/h	118	323	247	481	674	121
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	0	0	2	2
Cap, veh/h	191	433	749	635	778	692
Arrive On Green	0.39	0.39	0.39	0.39	0.44	0.44
Sat Flow, veh/h	267	1099	1900	1610	1781	1585
Grp Volume(v), veh/h	441	0	247	481	674	121
Grp Sat Flow(s),veh/h/ln	1366	0	1900	1610	1781	1585
Q Serve(g_s), s	10.1	0.0	4.8	13.7	18.3	2.5
Cycle Q Clear(g_c), s	14.9	0.0	4.8	13.7	18.3	2.5
Prop In Lane	0.27			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	624	0	749	635	778	692
V/C Ratio(X)	0.71	0.00	0.33	0.76	0.87	0.17
Avail Cap(c_a), veh/h	1633	0	2230	1889	2291	2039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	11.2	13.9	13.6	9.1
Incr Delay (d2), s/veh	1.5	0.0	0.3	1.9	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	1.8	4.5	6.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	0.0	11.5	15.8	16.7	9.3
LnGrp LOS	B	A	B	B	B	A
Approach Vol, veh/h		441	728		795	
Approach Delay, s/veh		15.4	14.3		15.5	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		25.5		27.8	25.5
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		62.5		68.5	62.5
Max Q Clear Time (g_c+I1), s		16.9		20.3	15.7
Green Ext Time (p_c), s		4.1		3.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	297	0	0	180	0	0	0	0	0	0	0
Future Volume (veh/h)	194	761	890	164	480	65	843	149	367	364	102	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1752	1752	1752	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	211	827	967	178	522	71	916	162	399	396	111	766
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	10	10	10	2	2	2	2	2	2
Cap, veh/h	363	986	1209	245	777	105	1005	587	497	852	826	965
Arrive On Green	0.11	0.29	0.29	0.08	0.26	0.26	0.17	0.31	0.31	0.08	0.23	0.23
Sat Flow, veh/h	1682	3357	2635	1668	2945	399	3456	1870	1585	3456	3554	2790
Grp Volume(v), veh/h	211	827	967	178	294	299	916	162	399	396	111	766
Grp Sat Flow(s),veh/h/ln	1682	1678	1317	1668	1664	1680	1728	1870	1585	1728	1777	1395
Q Serve(g_s), s	7.1	18.5	23.5	6.2	12.6	12.7	13.2	5.2	18.5	6.7	2.0	18.6
Cycle Q Clear(g_c), s	7.1	18.5	23.5	6.2	12.6	12.7	13.2	5.2	18.5	6.7	2.0	18.6
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	363	986	1209	245	439	443	1005	587	497	852	826	965
V/C Ratio(X)	0.58	0.84	0.80	0.73	0.67	0.67	0.91	0.28	0.80	0.46	0.13	0.79
Avail Cap(c_a), veh/h	373	986	1209	245	439	443	1005	587	497	852	826	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	26.5	18.5	21.6	26.3	26.4	20.8	20.6	25.2	21.1	24.3	23.6
Incr Delay (d2), s/veh	2.2	6.5	3.9	10.2	3.9	4.0	13.7	0.3	9.2	0.4	0.1	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	7.9	7.6	3.0	5.3	5.4	8.1	2.2	7.9	2.8	0.8	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	33.0	22.4	31.9	30.2	30.4	34.5	20.9	34.4	21.5	24.4	28.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		2005			771			1477			1273	
Approach Delay, s/veh		26.7			30.7			32.9			25.8	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	29.6	11.2	28.0	17.7	23.1	13.6	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	25.1	6.7	23.5	13.2	18.6	9.6	20.6
Max Q Clear Time (g_c+I1), s	8.7	20.5	8.2	25.5	15.2	20.6	9.1	14.7
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

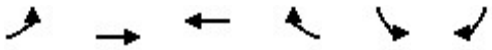
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	204	203	7	3	21
Future Vol, veh/h	23	358	350	7	3	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	31	488	477	10	4	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	487	0	-	0	1032	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.11	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.209	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1081	-	-	-	260	588
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	582	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1081	-	-	-	250	588
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	601	-
Stage 2	-	-	-	-	582	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1081	-	-	-	503
HCM Lane V/C Ratio	0.029	-	-	-	0.065
HCM Control Delay (s)	8.4	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	97	68	20	24	125
Future Volume (veh/h)	91	251	215	20	24	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	121	335	287	27	32	167
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1
Cap, veh/h	194	436	649	61	105	546
Arrive On Green	0.38	0.38	0.38	0.38	0.45	0.45
Sat Flow, veh/h	280	1138	1697	160	234	1223
Grp Volume(v), veh/h	456	0	0	314	200	0
Grp Sat Flow(s),veh/h/ln	1418	0	0	1856	1465	0
Q Serve(g_s), s	9.4	0.0	0.0	6.6	4.6	0.0
Cycle Q Clear(g_c), s	16.1	0.0	0.0	6.6	4.6	0.0
Prop In Lane	0.27			0.09	0.16	0.83
Lane Grp Cap(c), veh/h	629	0	0	711	654	0
V/C Ratio(X)	0.72	0.00	0.00	0.44	0.31	0.00
Avail Cap(c_a), veh/h	848	0	0	970	654	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	12.1	9.3	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.4	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	0.0	2.4	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	0.0	0.0	12.5	10.6	0.0
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h		456	314		200	
Approach Delay, s/veh		17.2	12.5		10.6	
Approach LOS		B	B		B	

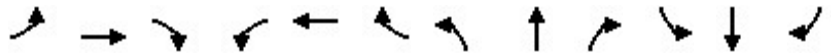
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			24.7		28.0	24.7
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			27.5		23.5	27.5
Max Q Clear Time (g_c+I1), s			18.1		6.6	8.6
Green Ext Time (p_c), s			2.1		0.5	1.8

Intersection Summary		
HCM 6th Ctrl Delay		14.3
HCM 6th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1	74	1	0	0	40	66	0	0	73	26
Future Volume (veh/h)	151	1	111	1	0	0	119	308	0	0	386	94
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1976	1976	1976	1899	1899	1899	1961	1961	1961
Adj Flow Rate, veh/h	193	1	142	1	0	0	152	393	0	0	493	120
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	0	0	0	5	5	5	1	1	1
Cap, veh/h	230	1	169	3	0	0	204	497	0	0	854	208
Arrive On Green	0.24	0.24	0.24	0.00	0.00	0.00	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h	972	5	715	1882	0	0	242	887	0	0	1523	371
Grp Volume(v), veh/h	336	0	0	1	0	0	545	0	0	0	0	613
Grp Sat Flow(s),veh/h/ln	1693	0	0	1882	0	0	1129	0	0	0	0	1894
Q Serve(g_s), s	12.7	0.0	0.0	0.0	0.0	0.0	16.5	0.0	0.0	0.0	0.0	14.1
Cycle Q Clear(g_c), s	12.7	0.0	0.0	0.0	0.0	0.0	30.6	0.0	0.0	0.0	0.0	14.1
Prop In Lane	0.57		0.42	1.00		0.00	0.28		0.00	0.00		0.20
Lane Grp Cap(c), veh/h	401	0	0	3	0	0	702	0	0	0	0	1061
V/C Ratio(X)	0.84	0.00	0.00	0.36	0.00	0.00	0.78	0.00	0.00	0.00	0.00	0.58
Avail Cap(c_a), veh/h	559	0	0	506	0	0	1301	0	0	0	0	1878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.3	0.0	0.0	33.4	0.0	0.0	14.2	0.0	0.0	0.0	0.0	9.6
Incr Delay (d2), s/veh	7.9	0.0	0.0	62.8	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	0.1	0.0	0.0	6.9	0.0	0.0	0.0	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	0.0	96.2	0.0	0.0	16.1	0.0	0.0	0.0	0.0	10.1
LnGrp LOS	C	A	A	F	A	A	B	A	A	A	A	B
Approach Vol, veh/h		336			1			545			613	
Approach Delay, s/veh		32.2			96.2			16.1			10.1	
Approach LOS		C			F			B			B	

Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	42.0		20.3		42.0		4.6					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	66.4		22.1		66.4		18.0					
Max Q Clear Time (g_c+I1), s	32.6		14.7		16.1		2.0					
Green Ext Time (p_c), s	5.0		1.2		5.0		0.0					

Intersection Summary		
HCM 6th Ctrl Delay		17.3
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	201	44	8	153	40	37	54	12	32	37	46
Future Volume (veh/h)	254	311	116	62	387	322	150	259	96	633	401	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	318	389	145	78	484	402	188	324	120	791	501	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	0	0	0
Cap, veh/h	433	399	149	177	549	1352	275	335	124	848	566	109
Arrive On Green	0.06	0.31	0.31	0.05	0.29	0.29	0.08	0.26	0.26	0.19	0.37	0.37
Sat Flow, veh/h	3483	1309	488	1795	1885	2812	1795	1312	486	3510	1550	297
Grp Volume(v), veh/h	318	0	534	78	484	402	188	0	444	791	0	597
Grp Sat Flow(s),veh/h/ln	1742	0	1797	1795	1885	1406	1795	0	1798	1755	0	1847
Q Serve(g_s), s	5.5	0.0	26.2	2.7	21.8	7.7	6.9	0.0	21.8	15.0	0.0	27.0
Cycle Q Clear(g_c), s	5.5	0.0	26.2	2.7	21.8	7.7	6.9	0.0	21.8	15.0	0.0	27.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.27	1.00		0.16
Lane Grp Cap(c), veh/h	433	0	548	177	549	1352	275	0	460	848	0	675
V/C Ratio(X)	0.73	0.00	0.97	0.44	0.88	0.30	0.68	0.00	0.97	0.93	0.00	0.88
Avail Cap(c_a), veh/h	433	0	548	193	567	1378	275	0	460	848	0	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	30.6	24.1	30.1	14.0	24.2	0.0	32.8	22.6	0.0	26.5
Incr Delay (d2), s/veh	6.3	0.0	31.8	1.7	14.7	0.1	6.7	0.0	34.3	16.9	0.0	15.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	15.7	1.2	11.8	2.4	3.4	0.0	13.5	7.8	0.0	14.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	62.4	25.8	44.9	14.1	30.9	0.0	67.1	39.5	0.0	42.2
LnGrp LOS	C	A	E	C	D	B	C	A	E	D	A	D
Approach Vol, veh/h		852			964			632			1388	
Approach Delay, s/veh		50.7			30.5			56.3			40.7	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.4	27.3	8.8	31.7	11.6	37.1	10.0	30.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.9	22.8	5.1	27.2	7.1	32.6	5.5	26.8
Max Q Clear Time (g_c+I1), s	17.0	23.8	4.7	28.2	8.9	29.0	7.5	23.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	221	53	80	169	62	41	106	58	88	163	100
Future Volume (veh/h)	505	492	53	80	486	123	41	106	58	88	163	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	697	679	73	110	670	170	57	146	80	121	225	668
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	760	801	86	268	700	593	230	238	131	290	420	627
Arrive On Green	0.16	0.48	0.48	0.06	0.37	0.37	0.04	0.21	0.21	0.06	0.22	0.22
Sat Flow, veh/h	3483	1673	180	1795	1885	1598	1795	1145	627	1795	1885	2812
Grp Volume(v), veh/h	697	0	752	110	670	170	57	0	226	121	225	668
Grp Sat Flow(s),veh/h/ln	1742	0	1853	1795	1885	1598	1795	0	1772	1795	1885	1406
Q Serve(g_s), s	12.6	0.0	32.0	3.4	31.1	6.7	2.2	0.0	10.4	4.8	9.5	20.0
Cycle Q Clear(g_c), s	12.6	0.0	32.0	3.4	31.1	6.7	2.2	0.0	10.4	4.8	9.5	20.0
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.35	1.00		1.00
Lane Grp Cap(c), veh/h	760	0	887	268	700	593	230	0	369	290	420	627
V/C Ratio(X)	0.92	0.00	0.85	0.41	0.96	0.29	0.25	0.00	0.61	0.42	0.54	1.07
Avail Cap(c_a), veh/h	762	0	890	270	703	596	254	0	369	290	420	627
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	20.5	19.0	27.5	19.9	26.4	0.0	32.2	26.7	30.8	34.9
Incr Delay (d2), s/veh	15.9	0.0	7.7	1.0	23.8	0.3	0.6	0.0	7.4	1.0	1.3	54.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	14.7	1.4	17.9	2.5	1.0	0.0	5.1	2.1	4.4	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	28.3	20.0	51.3	20.1	27.0	0.0	39.6	27.6	32.1	89.7
LnGrp LOS	D	A	C	B	D	C	C	A	D	C	C	F
Approach Vol, veh/h		1449			950			283			1014	
Approach Delay, s/veh		33.8			42.1			37.1			69.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	23.2	9.5	47.5	8.3	24.5	19.1	37.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	18.7	5.1	43.1	5.0	18.8	14.7	33.5
Max Q Clear Time (g_c+I1), s	6.8	12.4	5.4	34.0	4.2	22.0	14.6	33.1
Green Ext Time (p_c), s	0.0	0.6	0.0	3.6	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	46.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	16.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	245	201	0	3	3
Future Vol, veh/h	56	910	705	27	29	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	2	2
Mvmt Flow	73	1187	920	35	38	65

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	955	0	-	0	2271	938
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	1333	-
Critical Hdwy	4.11	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.209	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	724	-	-	-	44	321
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	246	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	724	-	-	-	~ 31	321
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	246	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	$ 356
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	724	-	-	-	72
HCM Lane V/C Ratio	0.101	-	-	-	1.431
HCM Control Delay (s)	10.5	0	-	-	$ 356
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	8.5

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	220	287	723	75
Demand Flow Rate, veh/h	225	293	737	76
Vehicles Circulating, veh/h	209	685	191	750
Vehicles Exiting, veh/h	617	243	243	228
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.1	11.4	12.2	7.1
Approach LOS	A	B	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	225	293	737	76
Cap Entry Lane, veh/h	1115	686	1136	642
Entry HV Adj Factor	0.979	0.981	0.981	0.982
Flow Entry, veh/h	220	287	723	75
Cap Entry, veh/h	1091	673	1114	631
V/C Ratio	0.202	0.427	0.649	0.118
Control Delay, s/veh	5.1	11.4	12.2	7.1
LOS	A	B	B	A
95th %tile Queue, veh	1	2	5	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	16	30	145	469	22
Future Volume (veh/h)	516	1018	451	391	834	367
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1870	1870
Adj Flow Rate, veh/h	688	1357	601	521	1112	489
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	674	1452	667	1832	1140	508
Arrive On Green	0.38	0.38	0.14	0.52	0.32	0.32
Sat Flow, veh/h	1753	2745	3456	3647	3647	1585
Grp Volume(v), veh/h	688	1357	601	521	1112	489
Grp Sat Flow(s),veh/h/ln	1753	1373	1728	1777	1777	1585
Q Serve(g_s), s	34.5	34.5	10.9	7.5	27.8	27.2
Cycle Q Clear(g_c), s	34.5	34.5	10.9	7.5	27.8	27.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	674	1452	667	1832	1140	508
V/C Ratio(X)	1.02	0.93	0.90	0.28	0.98	0.96
Avail Cap(c_a), veh/h	674	1452	675	1840	1140	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	19.7	23.2	12.3	30.1	30.0
Incr Delay (d2), s/veh	40.2	11.4	15.1	0.1	20.9	30.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.2	27.2	5.6	2.8	14.7	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	31.1	38.3	12.4	51.1	60.3
LnGrp LOS	F	C	D	B	D	E
Approach Vol, veh/h	2045			1122	1601	
Approach Delay, s/veh	43.5			26.3	53.9	
Approach LOS	D			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		50.8		39.0	17.5	33.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		46.5		34.5	13.2	28.8
Max Q Clear Time (g_c+I1), s		9.5		36.5	12.9	29.8
Green Ext Time (p_c), s		3.9		0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	5	0	66	3	3
Future Vol, veh/h	87	48	29	180	28	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	113	63	38	235	37	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	176	0	456	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1400	-	562	902
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	545	902
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	-	-	1400	-
HCM Lane V/C Ratio	0.084	-	-	0.027	-
HCM Control Delay (s)	11.4	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

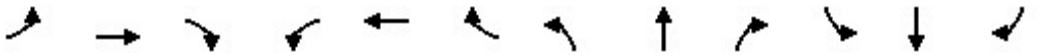
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	188	0	0	72	0	0	0	0	0	0	0
Future Vol, veh/h	0	637	52	6	215	0	55	0	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	831	68	8	280	0	72	0	8	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	899	0	0	1021	1161	450	712	1195	140
Stage 1	-	-	-	-	-	-	865	865	-	296	296	-
Stage 2	-	-	-	-	-	-	156	296	-	416	899	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1280	-	-	751	-	-	191	194	556	320	185	882
Stage 1	-	-	-	-	-	-	315	369	-	688	667	-
Stage 2	-	-	-	-	-	-	831	667	-	585	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	751	-	-	189	191	556	312	183	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	191	-	312	183	-
Stage 1	-	-	-	-	-	-	315	369	-	688	658	-
Stage 2	-	-	-	-	-	-	820	658	-	577	356	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	33.9	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	1280	-	-	751	-	-	-
HCM Lane V/C Ratio	0.394	-	-	-	0.01	-	-	-
HCM Control Delay (s)	33.9	0	-	-	9.8	0.1	-	0
HCM Lane LOS	D	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	151	114	9	53	10	51	43	10	27	237	76
Future Volume (veh/h)	884	484	197	101	135	40	86	452	195	34	772	415
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1781	1781	1781	1870	1870	1870	1781	1781	1781
Adj Flow Rate, veh/h	1141	625	254	130	174	52	111	583	252	44	996	535
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	9	9	9	8	8	8	2	2	2	8	8	8
Cap, veh/h	1248	674	571	188	414	120	183	647	548	166	1118	499
Arrive On Green	0.27	0.38	0.38	0.05	0.16	0.16	0.05	0.35	0.35	0.04	0.33	0.33
Sat Flow, veh/h	3264	1767	1497	1697	2588	751	1781	1870	1585	1697	3385	1510
Grp Volume(v), veh/h	1141	625	254	130	112	114	111	583	252	44	996	535
Grp Sat Flow(s),veh/h/ln	1632	1767	1497	1697	1692	1646	1781	1870	1585	1697	1692	1510
Q Serve(g_s), s	26.7	33.0	12.3	5.1	5.8	6.1	4.0	28.9	12.1	1.6	27.2	32.2
Cycle Q Clear(g_c), s	26.7	33.0	12.3	5.1	5.8	6.1	4.0	28.9	12.1	1.6	27.2	32.2
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1248	674	571	188	271	263	183	647	548	166	1118	499
V/C Ratio(X)	0.91	0.93	0.44	0.69	0.41	0.43	0.61	0.90	0.46	0.27	0.89	1.07
Avail Cap(c_a), veh/h	1248	719	610	188	314	306	183	647	548	192	1118	499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	28.9	22.5	35.9	36.8	37.0	24.8	30.3	24.8	24.2	31.0	32.6
Incr Delay (d2), s/veh	10.5	17.6	0.5	10.2	1.0	1.1	5.7	15.8	0.6	0.8	9.2	61.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.2	16.7	4.3	1.3	2.5	2.5	1.9	15.4	4.5	0.7	12.2	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	46.5	23.0	46.2	37.9	38.1	30.5	46.1	25.4	25.1	40.1	93.9
LnGrp LOS	C	D	C	D	D	D	C	D	C	C	D	F
Approach Vol, veh/h		2020			356			946			1575	
Approach Delay, s/veh		36.6			41.0			38.8			58.0	
Approach LOS		D			D			D			E	

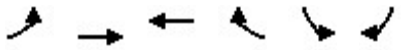
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	38.2	9.6	41.7	9.5	36.7	31.2	20.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	32.2	5.1	39.7	5.0	32.2	26.7	18.1
Max Q Clear Time (g_c+I1), s	3.6	30.9	7.1	35.0	6.0	34.2	28.7	8.1
Green Ext Time (p_c), s	0.0	0.7	0.0	2.2	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	44.2
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	22.5
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	2	2	2
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	600	650	2294
Demand Flow Rate, veh/h	624	663	2340
Vehicles Circulating, veh/h	609	162	95
Vehicles Exiting, veh/h	216	2273	1138
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.3	8.7	28.8
Approach LOS	B	A	D

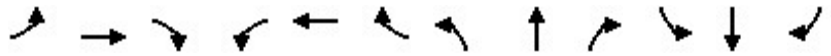
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	LT	R	LT	TR
Assumed Moves	L	TR	LT	R	LT	TR
RT Channelized						
Lane Util	0.152	0.848	0.919	0.081	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	95	529	609	54	1100	1240
Cap Entry Lane, veh/h	771	846	1163	1237	1237	1310
Entry HV Adj Factor	0.958	0.962	0.980	0.981	0.980	0.981
Flow Entry, veh/h	91	509	597	53	1078	1216
Cap Entry, veh/h	738	814	1140	1214	1213	1285
V/C Ratio	0.123	0.625	0.524	0.044	0.889	0.947
Control Delay, s/veh	6.2	14.6	9.2	3.3	25.0	32.1
LOS	A	B	A	A	D	D
95th %tile Queue, veh	0	4	3	0	13	17



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	50	42	10	42	2
Future Volume (veh/h)	111	304	232	452	634	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1841	1841	1900	1900	1870	1870
Adj Flow Rate, veh/h	142	388	296	577	809	146
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	0	0	2	2
Cap, veh/h	151	366	878	744	840	747
Arrive On Green	0.46	0.46	0.46	0.46	0.47	0.47
Sat Flow, veh/h	254	793	1900	1610	1781	1585
Grp Volume(v), veh/h	530	0	296	577	809	146
Grp Sat Flow(s),veh/h/ln	1047	0	1900	1610	1781	1585
Q Serve(g_s), s	49.1	0.0	13.4	40.7	59.5	7.3
Cycle Q Clear(g_c), s	62.5	0.0	13.4	40.7	59.5	7.3
Prop In Lane	0.27			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	518	0	878	744	840	747
V/C Ratio(X)	1.02	0.00	0.34	0.78	0.96	0.20
Avail Cap(c_a), veh/h	518	0	878	744	902	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	23.2	30.5	34.6	20.8
Incr Delay (d2), s/veh	45.8	0.0	0.2	5.2	20.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.4	0.0	6.1	16.6	30.0	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	87.4	0.0	23.4	35.7	55.4	20.9
LnGrp LOS	F	A	C	D	E	C
Approach Vol, veh/h		530	873		955	
Approach Delay, s/veh		87.4	31.5		50.2	
Approach LOS		F	C		D	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		67.0		68.3	67.0
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		62.5		68.5	62.5
Max Q Clear Time (g_c+I1), s		64.5		61.5	42.7
Green Ext Time (p_c), s		0.0		2.3	4.0

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	297	0	0	180	0	0	0	0	0	0	0
Future Volume (veh/h)	194	761	890	164	480	65	843	149	367	364	102	705
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1752	1752	1752	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	993	1161	214	626	85	1100	194	479	475	133	920
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	10	10	10	2	2	2	2	2	2
Cap, veh/h	331	986	1209	230	758	103	961	587	497	815	826	983
Arrive On Green	0.12	0.29	0.29	0.08	0.26	0.26	0.17	0.31	0.31	0.08	0.23	0.23
Sat Flow, veh/h	1682	3357	2635	1668	2945	399	3456	1870	1585	3456	3554	2790
Grp Volume(v), veh/h	253	993	1161	214	353	358	1100	194	479	475	133	920
Grp Sat Flow(s),veh/h/ln	1682	1678	1317	1668	1664	1680	1728	1870	1585	1728	1777	1395
Q Serve(g_s), s	8.7	23.5	23.5	6.7	16.0	16.1	13.2	6.4	23.8	6.7	2.4	18.6
Cycle Q Clear(g_c), s	8.7	23.5	23.5	6.7	16.0	16.1	13.2	6.4	23.8	6.7	2.4	18.6
Prop In Lane	1.00		1.00	1.00		0.24	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	331	986	1209	230	429	433	961	587	497	815	826	983
V/C Ratio(X)	0.76	1.01	0.96	0.93	0.82	0.83	1.14	0.33	0.96	0.58	0.16	0.94
Avail Cap(c_a), veh/h	331	986	1209	230	429	433	961	587	497	815	826	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.4	28.3	20.9	24.4	28.0	28.0	22.1	21.0	27.0	22.0	24.5	25.0
Incr Delay (d2), s/veh	10.1	30.4	17.2	40.9	12.4	12.5	77.6	0.3	31.0	1.1	0.1	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	13.1	12.4	5.5	7.6	7.7	13.3	2.7	12.8	3.5	1.0	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	58.7	38.2	65.3	40.4	40.5	99.7	21.3	58.0	23.1	24.6	40.6
LnGrp LOS	C	F	D	E	D	D	F	C	E	C	C	D
Approach Vol, veh/h		2407			925			1773			1528	
Approach Delay, s/veh		45.8			46.2			79.9			33.7	
Approach LOS		D			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	29.6	11.2	28.0	17.7	23.1	14.1	25.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	6.7	25.1	6.7	23.5	13.2	18.6	9.6	20.6
Max Q Clear Time (g_c+I1), s	8.7	25.8	8.7	25.5	15.2	20.6	10.7	18.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D