

**TOWN OF ZIONSVILLE
TRAFFIC IMPACT FEE
APPENDIX C
INTERSECTION CAPACITY ANALYSIS**



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APPENDIX C – INTERSECTION CAPACITY ANALYSIS

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Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	12	11	0
Future Vol, veh/h	1	2	1	12	11	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	1	13	12	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	27	12	12	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	993	1074	1620	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	992	1074	1620	-	-	-
Mov Cap-2 Maneuver	992	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1620	-	1045	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.2	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	3	4	0
Future Vol, veh/h	2	0	0	3	4	0
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	92	92	92	92	92	92
Heavy Vehicles, %	22	22	22	22	22	22
Mvmt Flow	2	0	0	3	4	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	7	4	4
Stage 1	4	-	-
Stage 2	3	-	-
Critical Hdwy	6.62	6.42	4.32
Critical Hdwy Stg 1	5.62	-	-
Critical Hdwy Stg 2	5.62	-	-
Follow-up Hdwy	3.698	3.498	2.398
Pot Cap-1 Maneuver	965	1024	1496
Stage 1	969	-	-
Stage 2	970	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	965	1024	1496
Mov Cap-2 Maneuver	965	-	-
Stage 1	969	-	-
Stage 2	970	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	965	-	-
HCM Lane V/C Ratio	-	-	0.002	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	1	15	17	0
Future Vol, veh/h	1	2	1	15	17	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	1	16	18	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	982	1066	1612	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	981	1066	1612	-	-	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1612	-	1036	-	-	
HCM Lane V/C Ratio	0.001	-	0.003	-	-	
HCM Control Delay (s)	7.2	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	6	4	1
Future Vol, veh/h	2	0	0	6	4	1
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	92	92	92	92	92	92
Heavy Vehicles, %	22	22	22	22	22	22
Mvmt Flow	2	0	0	7	4	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	12	5	5	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.62	6.42	4.32	-	-	-
Critical Hdwy Stg 1	5.62	-	-	-	-	-
Critical Hdwy Stg 2	5.62	-	-	-	-	-
Follow-up Hdwy	3.698	3.498	2.398	-	-	-
Pot Cap-1 Maneuver	958	1023	1495	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	958	1023	1495	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1495	-	958	-	-	
HCM Lane V/C Ratio	-	-	0.002	-	-	
HCM Control Delay (s)	0	-	8.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	14	1	0	0	2
Future Vol, veh/h	0	14	1	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	0	15	1	0	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1	0	16
Stage 1	-	-	1
Stage 2	-	-	15
Critical Hdwy	4.22	-	6.52
Critical Hdwy Stg 1	-	-	5.52
Critical Hdwy Stg 2	-	-	5.52
Follow-up Hdwy	2.308	-	3.608
Pot Cap-1 Maneuver	1558	-	977
Stage 1	-	-	997
Stage 2	-	-	982
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1558	-	977
Mov Cap-2 Maneuver	-	-	977
Stage 1	-	-	997
Stage 2	-	-	982

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1558	-	-	-	1055
HCM Lane V/C Ratio	-	-	-	-	0.002
HCM Control Delay (s)	0	-	-	-	8.4
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	22	2	1	0
Future Vol, veh/h	1	3	22	2	1	0
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, %	0	0	0	0	0	0
Mvmt Flow	1	3	24	2	1	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	30
Stage 1	-	-	25
Stage 2	-	-	5
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1601	-	989
Stage 1	-	-	1003
Stage 2	-	-	1023
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1601	-	988
Mov Cap-2 Maneuver	-	-	988
Stage 1	-	-	1002
Stage 2	-	-	1023

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	988
HCM Lane V/C Ratio	0.001	-	-	-	0.001
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	2	3	6	2
Future Vol, veh/h	0	21	2	3	6	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	92	92	92	92	92	92
Heavy Vehicles, %	12	12	12	12	12	12
Mvmt Flow	0	23	2	3	7	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	5	0	-	0	27	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.22	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.308	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	1553	-	-	-	963	1051
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	974	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1553	-	-	-	963	1051
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	974	-
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)	1553	-	-	-	984	
HCM Lane V/C Ratio	-	-	-	-	0.009	
HCM Control Delay (s)	0	-	-	-	8.7	
HCM Lane LOS	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	1	4	33	5	2	0
Future Vol, veh/h	1	4	33	5	2	0
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, %	0	0	0	0	0	0
Mvmt Flow	1	4	36	5	2	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	41	0	-	0	45	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1581	-	-	-	970	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1581	-	-	-	969	1038
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	1022	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1581	-	-	-	969	
HCM Lane V/C Ratio	0.001	-	-	-	0.002	
HCM Control Delay (s)	7.3	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	5	2	3	2	0	28	4	4	2	0
Future Vol, veh/h	0	7	5	2	3	2	0	28	4	4	2	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	8	5	2	3	2	0	30	4	4	2	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	45	44	2	49	42	32	2	0	0	34	0	0
Stage 1	10	10	-	32	32	-	-	-	-	-	-	-
Stage 2	35	34	-	17	10	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	940	834	1062	934	836	1022	1576	-	-	1533	-	-
Stage 1	993	873	-	967	855	-	-	-	-	-	-	-
Stage 2	963	853	-	985	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	933	831	1062	921	833	1022	1576	-	-	1533	-	-
Mov Cap-2 Maneuver	933	831	-	921	833	-	-	-	-	-	-	-
Stage 1	993	870	-	967	855	-	-	-	-	-	-	-
Stage 2	957	853	-	968	870	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9		9		0		4.9					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1576	-	-	914	906	1533	-	-				
HCM Lane V/C Ratio	-	-	-	0.014	0.008	0.003	-	-				
HCM Control Delay (s)	0	-	-	9	9	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	5	3	4	12	7	5	10	0	1	20	1
Future Vol, veh/h	0	5	3	4	12	7	5	10	0	1	20	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	5	3	4	13	8	5	11	0	1	22	1
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	57	46	23	50	46	11	23	0	0	11	0	0
Stage 1	25	25	-	21	21	-	-	-	-	-	-	-
Stage 2	32	21	-	29	25	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	945	850	1060	955	850	1076	1605	-	-	1621	-	-
Stage 1	998	878	-	1003	882	-	-	-	-	-	-	-
Stage 2	990	882	-	993	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	847	1060	944	847	1076	1605	-	-	1621	-	-
Mov Cap-2 Maneuver	924	847	-	944	847	-	-	-	-	-	-	-
Stage 1	995	877	-	1000	879	-	-	-	-	-	-	-
Stage 2	966	879	-	983	877	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9		9			2.4			0.3			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1605	-	-	916	923	1621	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.009	0.027	0.001	-	-				
HCM Control Delay (s)	7.3	0	-	9	9	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

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	0	20	5	2	7	6	0	29	4	14	2	0
Future Vol, veh/h	0	20	5	2	7	6	0	29	4	14	2	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	0	22	5	2	8	7	0	32	4	15	2	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	74	68	2	80	66	34	2	0	0	36	0	0
Stage 1	32	32	-	34	34	-	-	-	-	-	-	-
Stage 2	42	36	-	46	32	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.19	6.59	6.29	4.19	-	-	4.19	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.19	5.59	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.581	4.081	3.381	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	899	809	1062	891	811	1019	1576	-	-	1531	-	-
Stage 1	967	855	-	964	853	-	-	-	-	-	-	-
Stage 2	955	851	-	950	855	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	880	801	1062	862	803	1019	1576	-	-	1531	-	-
Mov Cap-2 Maneuver	880	801	-	862	803	-	-	-	-	-	-	-
Stage 1	967	846	-	964	853	-	-	-	-	-	-	-
Stage 2	940	851	-	912	846	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		9.1		0		6.5					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1576	-	-	842	886	1531	-	-				
HCM Lane V/C Ratio	-	-	-	0.032	0.018	0.01	-	-				
HCM Control Delay (s)	0	-	-	9.4	9.1	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	3	4	26	21	5	10	0	7	20	1
Future Vol, veh/h	0	7	3	4	26	21	5	10	0	7	20	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	8	3	4	28	23	5	11	0	8	22	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	86	60	23	65	60	11	23	0	0	11	0	0
Stage 1	39	39	-	21	21	-	-	-	-	-	-	-
Stage 2	47	21	-	44	39	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	905	835	1060	934	835	1076	1605	-	-	1621	-	-
Stage 1	981	866	-	1003	882	-	-	-	-	-	-	-
Stage 2	972	882	-	975	866	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	858	828	1060	919	828	1076	1605	-	-	1621	-	-
Mov Cap-2 Maneuver	858	828	-	919	828	-	-	-	-	-	-	-
Stage 1	978	862	-	1000	879	-	-	-	-	-	-	-
Stage 2	918	879	-	959	862	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.1		2.4		1.8					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1605	-	-	886	923	1621	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.012	0.06	0.005	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	9.1	7.2	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0	-	-				

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	18	0	0	9	0	0	0	0	0	0	0
Future Vol, veh/h	1	18	0	0	9	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, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	1	20	0	0	10	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	20	0	0	32	32	20	32	32	10
Stage 1	-	-	-	-	-	-	22	22	-	10	10	-
Stage 2	-	-	-	-	-	-	10	10	-	22	22	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	1553	-	-	1539	-	-	953	843	1032	953	843	1046
Stage 1	-	-	-	-	-	-	974	859	-	988	870	-
Stage 2	-	-	-	-	-	-	988	870	-	974	859	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1553	-	-	1539	-	-	952	842	1032	952	842	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	842	-	952	842	-
Stage 1	-	-	-	-	-	-	973	858	-	987	870	-
Stage 2	-	-	-	-	-	-	988	870	-	973	858	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1553	-	-	1539	-	-	-				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-				
HCM Control Delay (s)	0	7.3	0	-	0	-	-	0				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	8	2	1	33	0	1	0	0	0	0	0
Future Vol, veh/h	0	8	2	1	33	0	1	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	9	2	1	36	0	1	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	11	0	0	48	48	10	48	49	36
Stage 1	-	-	-	-	-	-	10	10	-	38	38	-
Stage 2	-	-	-	-	-	-	38	38	-	10	11	-
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	1575	-	-	1608	-	-	953	844	1071	953	843	1037
Stage 1	-	-	-	-	-	-	1011	887	-	977	863	-
Stage 2	-	-	-	-	-	-	977	863	-	1011	886	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1575	-	-	1608	-	-	952	843	1071	952	842	1037
Mov Cap-2 Maneuver	-	-	-	-	-	-	952	843	-	952	842	-
Stage 1	-	-	-	-	-	-	1011	887	-	977	862	-
Stage 2	-	-	-	-	-	-	976	862	-	1011	886	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			8.8			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	952	1575	-	-	1608	-	-	-				
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	8.8	0	-	-	7.2	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	41	0	0	17	0	0	0	0	0	0	0
Future Vol, veh/h	1	41	0	0	17	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, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	1	45	0	0	18	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	45	0	0	65	65	45	65	65	18
Stage 1	-	-	-	-	-	-	47	47	-	18	18	-
Stage 2	-	-	-	-	-	-	18	18	-	47	47	-
Critical Hdwy	4.21	-	-	4.21	-	-	7.21	6.61	6.31	7.21	6.61	6.31
Critical Hdwy Stg 1	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.21	5.61	-	6.21	5.61	-
Follow-up Hdwy	2.299	-	-	2.299	-	-	3.599	4.099	3.399	3.599	4.099	3.399
Pot Cap-1 Maneuver	1542	-	-	1507	-	-	907	809	1000	907	809	1035
Stage 1	-	-	-	-	-	-	944	838	-	978	863	-
Stage 2	-	-	-	-	-	-	978	863	-	944	838	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1542	-	-	1507	-	-	906	808	1000	906	808	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	906	808	-	906	808	-
Stage 1	-	-	-	-	-	-	943	837	-	977	863	-
Stage 2	-	-	-	-	-	-	978	863	-	943	837	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1542	-	-	1507	-	-	-				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-				
HCM Control Delay (s)	0	7.3	0	-	0	-	-	0				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	16	2	1	61	0	1	0	0	0	0	0
Future Vol, veh/h	0	16	2	1	61	0	1	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	17	2	1	66	0	1	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	19	0	0	86	86	18	86	87	66
Stage 1	-	-	-	-	-	-	18	18	-	68	68	-
Stage 2	-	-	-	-	-	-	68	68	-	18	19	-
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	1536	-	-	1597	-	-	900	804	1061	900	803	998
Stage 1	-	-	-	-	-	-	1001	880	-	942	838	-
Stage 2	-	-	-	-	-	-	942	838	-	1001	880	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1536	-	-	1597	-	-	899	803	1061	899	802	998
Mov Cap-2 Maneuver	-	-	-	-	-	-	899	803	-	899	802	-
Stage 1	-	-	-	-	-	-	1001	880	-	942	837	-
Stage 2	-	-	-	-	-	-	941	837	-	1001	880	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			9			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	899	1536	-	-	1597	-	-	-				
HCM Lane V/C Ratio	0.001	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	9	0	-	-	7.3	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	0	7	1	1
Future Vol, veh/h	19	0	0	7	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	21	0	0	8	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	29	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1538	-	963	1031
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	963	1031
Mov Cap-2 Maneuver	-	-	-	-	963	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	992	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	996	-	-	1538	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.6	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	1	34	3	2
Future Vol, veh/h	9	0	1	34	3	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	1	37	3	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	10
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.1	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.2	-
Pot Cap-1 Maneuver	-	1623	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1623	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1006	-	-	1623	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	5.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	38	4	152	15	1	23
Future Vol, veh/h	38	4	152	15	1	23
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, %	11	11	11	11	11	11
Mvmt Flow	41	4	165	16	1	25
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	45	0	389	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	346	-
Critical Hdwy	-	-	4.21	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.299	-	3.599	3.399
Pot Cap-1 Maneuver	-	-	1507	-	597	1002
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1507	-	531	1002
Mov Cap-2 Maneuver	-	-	-	-	531	-
Stage 1	-	-	-	-	957	-
Stage 2	-	-	-	-	620	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		7		8.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	966	-	-	1507	-	
HCM Lane V/C Ratio	0.027	-	-	0.11	-	
HCM Control Delay (s)	8.8	-	-	7.7	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	17	0	10	62	3	51
Future Vol, veh/h	17	0	10	62	3	51
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, %	0	0	0	0	0	0
Mvmt Flow	18	0	11	67	3	55

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	18	0	107
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	89
Critical Hdwy	-	-	4.1	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1612	-	895
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	940
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1612	-	889
Mov Cap-2 Maneuver	-	-	-	-	889
Stage 1	-	-	-	-	1010
Stage 2	-	-	-	-	933

Approach	EB	WB	NB
HCM Control Delay, s	0	1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1054	-	-	1612	-
HCM Lane V/C Ratio	0.056	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	0	0	1	0	0	0

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2	1	0
Stage 1	1	-	-
Stage 2	1	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	1026	1090	-
Stage 1	1028	-	-
Stage 2	1028	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1026	1090	-
Mov Cap-2 Maneuver	1026	-	-
Stage 1	1028	-	-
Stage 2	1028	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1635
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %		-	-	-	-	-
Mov Cap-1 Maneuver	1027	-	-	-	-	-
Mov Cap-2 Maneuver	1027	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	-		
HCM Lane V/C Ratio	-	-	-	-		
HCM Control Delay (s)	-	-	0	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	-	-		

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	0
Future Vol, veh/h	0	0	1	0	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	2
Mvmt Flow	0	0	1	0	0	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1026	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1026	1090	-	-	1635	-
Mov Cap-2 Maneuver	1026	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1635	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	26	14	0
Future Vol, veh/h	1	1	1	26	14	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	28	15	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	45	15	15	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	30	-	-	-	-	-
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	965	1065	1603	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	964	1065	1603	-	-	-
Mov Cap-2 Maneuver	964	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	993	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1012	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.2	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	19	0
Future Vol, veh/h	0	0	0	25	19	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	27	21	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	962	1056	1595	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1056	1595	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1595	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	1	1	27	14	0
Future Vol, veh/h	1	1	1	27	14	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	1	1	29	15	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	46	15	15	0	-	0
Stage 1	15	-	-	-	-	-
Stage 2	31	-	-	-	-	-
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	964	1065	1603	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	963	1065	1603	-	-	-
Mov Cap-2 Maneuver	963	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1011	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.2	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	25	19	0
Future Vol, veh/h	0	0	0	25	19	0
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	27	21	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	21	21	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	27	-	-	-	-	-
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	962	1056	1595	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1056	1595	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1595	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	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	1	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	1	0	0	0	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, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	0	1	0	0	0	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1635	-	-	1635	-	-	1026	898	1090	1026	898	1084
Stage 1	-	-	-	-	-	-	1027	899	-	1027	899	-
Stage 2	-	-	-	-	-	-	1027	899	-	1027	899	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1635	-	-	1026	898	1090	1026	898	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1026	898	-	1026	898	-
Stage 1	-	-	-	-	-	-	1027	899	-	1027	899	-
Stage 2	-	-	-	-	-	-	1027	899	-	1027	899	-
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)	-	1635	-	-	1635	-	-	-				
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	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	1	2	0	0	0	0	0	1	0
Future Vol, veh/h	1	0	0	1	2	0	0	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	1	2	0	0	0	0	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	0	0	0	7	6	0	6	6	2
Stage 1	-	-	-	-	-	-	2	2	-	4	4	-
Stage 2	-	-	-	-	-	-	5	4	-	2	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	-	-	-	1018	893	-	1019	893	1088
Stage 1	-	-	-	-	-	-	1026	898	-	1024	897	-
Stage 2	-	-	-	-	-	-	1022	897	-	1026	898	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	-	-	-	1016	892	-	-	892	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	1016	892	-	-	892	-
Stage 1	-	-	-	-	-	-	1025	897	-	1023	897	-
Stage 2	-	-	-	-	-	-	1021	897	-	1025	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	7.2						0					
HCM LOS							A					
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1634	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-				
HCM Control Delay (s)	0	7.2	0	-	-	-	-	-				
HCM Lane LOS	A	A	A	-	-	-	-	-				
HCM 95th %tile Q(veh)	-	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	1	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	1	0	0	0	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, %	0	0	0	0	0	0	0	0	0	0	0	2
Mvmt Flow	0	1	0	0	0	0	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	1	0	0	2	2	1	2	2	1
Stage 1	-	-	-	-	-	-	1	1	-	1	1	-
Stage 2	-	-	-	-	-	-	1	1	-	1	1	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1635	-	-	1635	-	-	1026	898	1090	1026	898	1084
Stage 1	-	-	-	-	-	-	1027	899	-	1027	899	-
Stage 2	-	-	-	-	-	-	1027	899	-	1027	899	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1635	-	-	1026	898	1090	1026	898	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	1026	898	-	1026	898	-
Stage 1	-	-	-	-	-	-	1027	899	-	1027	899	-
Stage 2	-	-	-	-	-	-	1027	899	-	1027	899	-
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)	-	1635	-	-	1635	-	-	-				
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	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	1	2	0	0	0	0	0	1	0
Future Vol, veh/h	1	0	0	1	2	0	0	0	0	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	0	0	1	2	0	0	0	0	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	0	0	0	7	6	0	6	6	2
Stage 1	-	-	-	-	-	-	2	2	-	4	4	-
Stage 2	-	-	-	-	-	-	5	4	-	2	2	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1634	-	-	-	-	-	1018	893	-	1019	893	1088
Stage 1	-	-	-	-	-	-	1026	898	-	1024	897	-
Stage 2	-	-	-	-	-	-	1022	897	-	1026	898	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	-	-	-	1016	892	-	-	892	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	1016	892	-	-	892	-
Stage 1	-	-	-	-	-	-	1025	897	-	1023	897	-
Stage 2	-	-	-	-	-	-	1021	897	-	1025	897	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	7.2						0					
HCM LOS							A		-			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1634	-	-	-	-	-	-				
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	-				
HCM Control Delay (s)	0	7.2	0	-	-	-	-	-				
HCM Lane LOS	A	A	A	-	-	-	-	-				
HCM 95th %tile Q(veh)	-	0	-	-	-	-	-	-				

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	0	1	0	1	0	19	1	1	8	2
Future Vol, veh/h	1	0	0	1	0	1	0	19	1	1	8	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	0	0	1	0	1	0	21	1	1	9	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	34	34	10	34	35	22	11	0	0	22	0	0
Stage 1	12	12	-	22	22	-	-	-	-	-	-	-
Stage 2	22	22	-	12	13	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	963	851	1060	963	850	1044	1582	-	-	1568	-	-
Stage 1	998	878	-	986	869	-	-	-	-	-	-	-
Stage 2	986	869	-	998	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	961	850	1060	962	849	1044	1582	-	-	1568	-	-
Mov Cap-2 Maneuver	961	850	-	962	849	-	-	-	-	-	-	-
Stage 1	998	877	-	986	869	-	-	-	-	-	-	-
Stage 2	985	869	-	997	876	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.8		8.6			0			0.7			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1582	-	-	961 1001	1568	-	-					
HCM Lane V/C Ratio	-	-	-	0.001 0.002	0.001	-	-					
HCM Control Delay (s)	0	-	-	8.8 8.6	7.3	0	-					
HCM Lane LOS	A	-	-	A A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0 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	0	0	0	1	0	1	0	26	0	1	19	0
Future Vol, veh/h	0	0	0	1	0	1	0	26	0	1	19	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	28	0	1	21	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	52	51	21	51	51	28	21	0	0	28	0	0
Stage 1	23	23	-	28	28	-	-	-	-	-	-	-
Stage 2	29	28	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	952	844	1062	953	844	1053	1608	-	-	1599	-	-
Stage 1	1000	880	-	994	876	-	-	-	-	-	-	-
Stage 2	993	876	-	1000	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	950	843	1062	952	843	1053	1608	-	-	1599	-	-
Mov Cap-2 Maneuver	950	843	-	952	843	-	-	-	-	-	-	-
Stage 1	1000	879	-	994	876	-	-	-	-	-	-	-
Stage 2	992	876	-	999	879	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		8.6			0			0.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1608	-	-	-	1000	1599	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.002	0.001	-	-				
HCM Control Delay (s)	0	-	-	0	8.6	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-				

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	0	1	0	2	0	19	1	1	8	2
Future Vol, veh/h	1	0	0	1	0	2	0	19	1	1	8	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	0	0	1	0	2	0	21	1	1	9	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	35	34	10	34	35	22	11	0	0	22	0	0
Stage 1	12	12	-	22	22	-	-	-	-	-	-	-
Stage 2	23	22	-	12	13	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	961	851	1060	963	850	1044	1582	-	-	1568	-	-
Stage 1	998	878	-	986	869	-	-	-	-	-	-	-
Stage 2	985	869	-	998	877	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	958	850	1060	962	849	1044	1582	-	-	1568	-	-
Mov Cap-2 Maneuver	958	850	-	962	849	-	-	-	-	-	-	-
Stage 1	998	877	-	986	869	-	-	-	-	-	-	-
Stage 2	983	869	-	997	876	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.8		8.6		0		0.7					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1582	-	-	958 1015	1568	-	-					
HCM Lane V/C Ratio	-	-	-	0.001 0.003	0.001	-	-					
HCM Control Delay (s)	0	-	-	8.8 8.6	7.3	0	-					
HCM Lane LOS	A	-	-	A A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0 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	0	0	0	1	0	1	0	26	0	1	19	0
Future Vol, veh/h	0	0	0	1	0	1	0	26	0	1	19	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	1	0	1	0	28	0	1	21	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	52	51	21	51	51	28	21	0	0	28	0	0
Stage 1	23	23	-	28	28	-	-	-	-	-	-	-
Stage 2	29	28	-	23	23	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	952	844	1062	953	844	1053	1608	-	-	1599	-	-
Stage 1	1000	880	-	994	876	-	-	-	-	-	-	-
Stage 2	993	876	-	1000	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	950	843	1062	952	843	1053	1608	-	-	1599	-	-
Mov Cap-2 Maneuver	950	843	-	952	843	-	-	-	-	-	-	-
Stage 1	1000	879	-	994	876	-	-	-	-	-	-	-
Stage 2	992	876	-	999	879	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		8.6			0			0.4			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1608	-	-	-	1000	1599	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.002	0.001	-	-				
HCM Control Delay (s)	0	-	-	0	8.6	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-				

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	1	0	0
Future Vol, veh/h	0	1	0	1	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	0	1	0	1	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	1026	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1026	1090
Mov Cap-2 Maneuver	-	-	-	-	1026	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	1028	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	2	1
Future Vol, veh/h	0	0	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	2	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1047	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	8.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	1	1	0	0
Future Vol, veh/h	0	1	1	1	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	0	1	1	1	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	2	0	-	0	3	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1634	-	-	-	1025	1088
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1634	-	-	-	1025	1088
Mov Cap-2 Maneuver	-	-	-	-	1025	-
Stage 1	-	-	-	-	1026	-
Stage 2	-	-	-	-	1028	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1634	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	2	1
Future Vol, veh/h	0	0	0	0	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	0	2	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1635	-	-	-	1027	1090
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	1027	1090
Mov Cap-2 Maneuver	-	-	-	-	1027	-
Stage 1	-	-	-	-	1028	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	1047	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	8.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	0	3	0	0
Future Vol, veh/h	2	0	0	3	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	40	40	40	40	40	40
Mvmt Flow	2	0	0	3	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	4	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.8	6.6	4.5	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.86	3.66	2.56	-	-	-
Pot Cap-1 Maneuver	928	982	1405	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	928	982	1405	-	-	-
Mov Cap-2 Maneuver	928	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	930	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1405	-	928	-	-	
HCM Lane V/C Ratio	-	-	0.002	-	-	
HCM Control Delay (s)	0	-	8.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	3	0	0
Future Vol, veh/h	1	0	0	3	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	25	25	25	25	25	25
Mvmt Flow	1	0	0	3	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	4	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.425	-	-	-
Pot Cap-1 Maneuver	961	1020	1483	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1020	1483	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1483	-	961	-	-	
HCM Lane V/C Ratio	-	-	0.001	-	-	
HCM Control Delay (s)	0	-	8.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	1	49	8	0
Future Vol, veh/h	2	0	1	49	8	0
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	92	92	92	92	92	92
Heavy Vehicles, %	40	40	40	40	40	40
Mvmt Flow	2	0	1	53	9	0

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	64	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.8	6.6	4.5	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.86	3.66	2.56	-	-	-
Pot Cap-1 Maneuver	855	972	1395	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	854	972	1395	-	-	-
Mov Cap-2 Maneuver	854	-	-	-	-	-
Stage 1	923	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1395	-	854	-	-
HCM Lane V/C Ratio	0.001	-	0.003	-	-
HCM Control Delay (s)	7.6	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	5	15	0
Future Vol, veh/h	1	0	0	5	15	0
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	92	92	92	92	92	92
Heavy Vehicles, %	25	25	25	25	25	25
Mvmt Flow	1	0	0	5	16	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	21	16	16	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	5	-	-	-	-	-
Critical Hdwy	6.65	6.45	4.35	-	-	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.525	2.425	-	-	-
Pot Cap-1 Maneuver	940	1000	1464	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	940	1000	1464	-	-	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1464	-	940	-	-	
HCM Lane V/C Ratio	-	-	0.001	-	-	
HCM Control Delay (s)	0	-	8.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	0	1	0
Future Vol, veh/h	0	1	0	0	1	0
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, %	0	100	0	0	100	0
Mvmt Flow	0	1	0	0	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1635	-	-	-	816	1090
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	816	1090
Mov Cap-2 Maneuver	-	-	-	-	816	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	817	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	816	
HCM Lane V/C Ratio	-	-	-	-	0.001	
HCM Control Delay (s)	0	-	-	-	9.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	2	1	0	0
Future Vol, veh/h	0	3	2	1	0	0
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, %	0	67	0	0	0	0
Mvmt Flow	0	3	2	1	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3	0	0 6 3
Stage 1	-	-	- 3 -
Stage 2	-	-	- 3 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1632	-	- 1021 1087
Stage 1	-	-	- 1025 -
Stage 2	-	-	- 1025 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1632	-	- 1021 1087
Mov Cap-2 Maneuver	-	-	- 1021 -
Stage 1	-	-	- 1025 -
Stage 2	-	-	- 1025 -

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1632	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	0	0	1	0
Future Vol, veh/h	0	1	0	0	1	0
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, %	0	100	0	0	100	0
Mvmt Flow	0	1	0	0	1	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1635	-	-	-	816	1090
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	817	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	816	1090
Mov Cap-2 Maneuver	-	-	-	-	816	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	817	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1635	-	-	-	816	
HCM Lane V/C Ratio	-	-	-	-	0.001	
HCM Control Delay (s)	0	-	-	-	9.4	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	2	1	0	0
Future Vol, veh/h	0	3	2	1	0	0
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, %	0	67	0	0	0	0
Mvmt Flow	0	3	2	1	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	3	0	-	0	6	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1632	-	-	-	1021	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1025	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1632	-	-	-	1021	1087
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1025	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1632	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	11	0	5	0	19	72	6	2	0
Future Vol, veh/h	0	0	0	11	0	5	0	19	72	6	2	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	12	0	5	0	21	78	7	2	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	79	115	2	76	76	60	2	0	0	99	0	0
Stage 1	16	16	-	60	60	-	-	-	-	-	-	-
Stage 2	63	99	-	16	16	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	905	771	1076	909	811	1000	1607	-	-	1481	-	-
Stage 1	998	878	-	946	841	-	-	-	-	-	-	-
Stage 2	943	809	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	897	767	1076	905	807	1000	1607	-	-	1481	-	-
Mov Cap-2 Maneuver	897	767	-	905	807	-	-	-	-	-	-	-
Stage 1	998	874	-	946	841	-	-	-	-	-	-	-
Stage 2	938	809	-	993	874	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		8.9		0		5.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1607	-	-	-	933	1481	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.019	0.004	-	-				
HCM Control Delay (s)	0	-	-	0	8.9	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-				

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	54	2	7	0	16	8	5	19	0
Future Vol, veh/h	0	0	0	54	2	7	0	16	8	5	19	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	59	2	8	0	17	9	5	21	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	58	57	21	53	53	22	21	0	0	26	0	0
Stage 1	31	31	-	22	22	-	-	-	-	-	-	-
Stage 2	27	26	-	31	31	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	944	838	1062	951	842	1061	1608	-	-	1601	-	-
Stage 1	991	873	-	1002	881	-	-	-	-	-	-	-
Stage 2	996	878	-	991	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	934	835	1062	949	839	1061	1608	-	-	1601	-	-
Mov Cap-2 Maneuver	934	835	-	949	839	-	-	-	-	-	-	-
Stage 1	991	870	-	1002	881	-	-	-	-	-	-	-
Stage 2	986	878	-	988	870	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		9.1			0			1.5			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1608	-	-	-	956	1601	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.072	0.003	-	-				
HCM Control Delay (s)	0	-	-	0	9.1	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	27	0	5	0	19	102	6	2	0
Future Vol, veh/h	0	0	0	27	0	5	0	19	102	6	2	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	0	0	29	0	5	0	21	111	7	2	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	95	148	2	93	93	77	2	0	0	132	0	0
Stage 1	16	16	-	77	77	-	-	-	-	-	-	-
Stage 2	79	132	-	16	16	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	883	740	1076	886	793	978	1607	-	-	1441	-	-
Stage 1	998	878	-	927	827	-	-	-	-	-	-	-
Stage 2	925	783	-	998	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	875	736	1076	882	789	978	1607	-	-	1441	-	-
Mov Cap-2 Maneuver	875	736	-	882	789	-	-	-	-	-	-	-
Stage 1	998	874	-	927	827	-	-	-	-	-	-	-
Stage 2	920	783	-	993	874	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		9.2		0		5.6					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1607	-	-	-	-	896	1441	-	-			
HCM Lane V/C Ratio	-	-	-	-	-	0.039	0.005	-	-			
HCM Control Delay (s)	0	-	-	0	9.2	7.5	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-			

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	0	0	0	73	2	7	0	16	26	5	19	0
Future Vol, veh/h	0	0	0	73	2	7	0	16	26	5	19	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	79	2	8	0	17	28	5	21	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	67	76	21	62	62	31	21	0	0	45	0	0
Stage 1	31	31	-	31	31	-	-	-	-	-	-	-
Stage 2	36	45	-	31	31	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	931	818	1062	938	833	1049	1608	-	-	1576	-	-
Stage 1	991	873	-	991	873	-	-	-	-	-	-	-
Stage 2	985	861	-	991	873	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	921	816	1062	936	831	1049	1608	-	-	1576	-	-
Mov Cap-2 Maneuver	921	816	-	936	831	-	-	-	-	-	-	-
Stage 1	991	870	-	991	873	-	-	-	-	-	-	-
Stage 2	975	861	-	988	870	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		9.2			0			1.5			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1608	-	-	-	942	1576	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.095	0.003	-	-				
HCM Control Delay (s)	0	-	-	0	9.2	7.3	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-				

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	0	0	18	0	3	1	3	4	0	0
Future Vol, veh/h	0	76	0	0	18	0	3	1	3	4	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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	83	0	0	20	0	3	1	3	4	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	20	0	0	83	0	0	103	103	83	105	103	20
Stage 1	-	-	-	-	-	-	83	83	-	20	20	-
Stage 2	-	-	-	-	-	-	20	20	-	85	83	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1603	-	-	1520	-	-	880	789	979	877	789	1061
Stage 1	-	-	-	-	-	-	928	828	-	1001	881	-
Stage 2	-	-	-	-	-	-	1001	881	-	925	828	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1603	-	-	1520	-	-	880	789	979	873	789	1061
Mov Cap-2 Maneuver	-	-	-	-	-	-	880	789	-	873	789	-
Stage 1	-	-	-	-	-	-	928	828	-	1001	881	-
Stage 2	-	-	-	-	-	-	1001	881	-	921	828	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	904	1603	-	-	1520	-	-	873				
HCM Lane V/C Ratio	0.008	-	-	-	-	-	-	0.005				
HCM Control Delay (s)	9	0	-	-	0	-	-	9.1				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	18	1	2	75	2	1	0	4	1	0	0
Future Vol, veh/h	0	18	1	2	75	2	1	0	4	1	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	20	1	2	82	2	1	0	4	1	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	21	0	0	108	109	21	110	108	83
Stage 1	-	-	-	-	-	-	21	21	-	87	87	-
Stage 2	-	-	-	-	-	-	87	88	-	23	21	-
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	1513	-	-	1595	-	-	871	781	1056	868	782	976
Stage 1	-	-	-	-	-	-	998	878	-	921	823	-
Stage 2	-	-	-	-	-	-	921	822	-	995	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1513	-	-	1595	-	-	870	780	1056	864	781	976
Mov Cap-2 Maneuver	-	-	-	-	-	-	870	780	-	864	781	-
Stage 1	-	-	-	-	-	-	998	878	-	921	822	-
Stage 2	-	-	-	-	-	-	920	821	-	991	878	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.2			8.6			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1013	1513	-	-	1595	-	-	864				
HCM Lane V/C Ratio	0.005	-	-	-	0.001	-	-	0.001				
HCM Control Delay (s)	8.6	0	-	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	100	0	0	33	322	3	1	3	42	0	1
Future Vol, veh/h	6	100	0	0	33	322	3	1	3	42	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	7	109	0	0	36	350	3	1	3	46	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	109	0	0	335	509	109	336	334	211
Stage 1	-	-	-	-	-	-	123	123	-	211	211	-
Stage 2	-	-	-	-	-	-	212	386	-	125	123	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1178	-	-	1488	-	-	621	469	947	620	588	832
Stage 1	-	-	-	-	-	-	884	796	-	793	730	-
Stage 2	-	-	-	-	-	-	792	612	-	881	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1178	-	-	1488	-	-	617	466	947	614	584	832
Mov Cap-2 Maneuver	-	-	-	-	-	-	617	466	-	614	584	-
Stage 1	-	-	-	-	-	-	879	791	-	788	730	-
Stage 2	-	-	-	-	-	-	791	612	-	871	791	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			0			10.3			11.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	688	1178	-	-	1488	-	-	618				
HCM Lane V/C Ratio	0.011	0.006	-	-	-	-	-	0.076				
HCM Control Delay (s)	10.3	8.1	0	-	0	-	-	11.3				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	36	1	2	94	17	1	0	4	89	0	0
Future Vol, veh/h	0	36	1	2	94	17	1	0	4	89	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	39	1	2	102	18	1	0	4	97	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	120	0	0	40	0	0	155	164	40	157	155	111
Stage 1	-	-	-	-	-	-	40	40	-	115	115	-
Stage 2	-	-	-	-	-	-	115	124	-	42	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	1468	-	-	1570	-	-	812	729	1031	809	737	942
Stage 1	-	-	-	-	-	-	975	862	-	890	800	-
Stage 2	-	-	-	-	-	-	890	793	-	972	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1468	-	-	1570	-	-	811	728	1031	805	736	942
Mov Cap-2 Maneuver	-	-	-	-	-	-	811	728	-	805	736	-
Stage 1	-	-	-	-	-	-	975	862	-	890	799	-
Stage 2	-	-	-	-	-	-	889	792	-	968	862	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			8.7			10.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	978	1468	-	-	1570	-	-	805				
HCM Lane V/C Ratio	0.006	-	-	-	0.001	-	-	0.12				
HCM Control Delay (s)	8.7	0	-	-	7.3	0	-	10.1				
HCM Lane LOS	A	A	-	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4				

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	32	33	7	4	10	8	0	285	22	4	158	13
Future Vol, veh/h	32	33	7	4	10	8	0	285	22	4	158	13
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	35	36	8	4	11	9	0	310	24	4	172	14
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	519	521	179	531	516	322	186	0	0	334	0	0
Stage 1	187	187	-	322	322	-	-	-	-	-	-	-
Stage 2	332	334	-	209	194	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	463	456	856	454	459	712	1371	-	-	1209	-	-
Stage 1	808	740	-	684	646	-	-	-	-	-	-	-
Stage 2	675	638	-	786	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	448	454	856	421	457	712	1371	-	-	1209	-	-
Mov Cap-2 Maneuver	448	454	-	421	457	-	-	-	-	-	-	-
Stage 1	808	737	-	684	646	-	-	-	-	-	-	-
Stage 2	656	638	-	738	731	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.1		12.3		0		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1371	-	-	473	516	1209	-	-				
HCM Lane V/C Ratio	-	-	-	0.165	0.046	0.004	-	-				
HCM Control Delay (s)	0	-	-	14.1	12.3	8	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.6	0.1	0	-	-				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	3	5	10	20	9	14	158	5	8	305	28
Future Vol, veh/h	9	3	5	10	20	9	14	158	5	8	305	28
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	10	3	5	11	22	10	15	172	5	9	332	30
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	586	572	347	574	585	175	362	0	0	177	0	0
Stage 1	365	365	-	205	205	-	-	-	-	-	-	-
Stage 2	221	207	-	369	380	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	419	427	692	427	420	863	1186	-	-	1387	-	-
Stage 1	650	620	-	792	728	-	-	-	-	-	-	-
Stage 2	777	727	-	647	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	391	418	692	414	411	863	1186	-	-	1387	-	-
Mov Cap-2 Maneuver	391	418	-	414	411	-	-	-	-	-	-	-
Stage 1	641	615	-	781	718	-	-	-	-	-	-	-
Stage 2	735	717	-	633	605	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.3		13.5		0.6		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1186	-	-	454	468	1387	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.041	0.091	0.006	-	-				
HCM Control Delay (s)	8.1	0	-	13.3	13.5	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

HCM 6th Signalized Intersection Summary
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Future AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
Future Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	109	140	45	11	49	10	21	193	5	9	395	60
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	307	358	97	159	528	96	131	661	16	102	617	92
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	452	920	248	124	1356	247	67	1660	40	11	1550	232
Grp Volume(v), veh/h	294	0	0	70	0	0	219	0	0	464	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1727	0	0	1767	0	0	1793	0	0
Q Serve(g_s), s	1.4	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	4.7	0.0	0.0	0.9	0.0	0.0	3.1	0.0	0.0	7.9	0.0	0.0
Prop In Lane	0.37		0.15	0.16		0.14	0.10		0.02	0.02		0.13
Lane Grp Cap(c), veh/h	761	0	0	783	0	0	808	0	0	811	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.09	0.00	0.00	0.27	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	1067	0	0	1105	0	0	1475	0	0	1520	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	7.3	0.0	0.0	7.7	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	0.0	0.0	0.9	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	0.0	7.4	0.0	0.0	7.9	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		294			70			219			464	
Approach Delay, s/veh		8.7			7.4			7.9			9.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		18.7		19.0		18.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0		30.0		22.0				
Max Q Clear Time (g_c+I1), s		5.1		6.7		9.9		2.9				
Green Ext Time (p_c), s		1.3		1.5		2.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

HCM 6th Signalized Intersection Summary
115: SR 267 & CR 550 S

Future PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
Future Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	109	140	45	11	49	10	21	193	5	9	395	60
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	307	358	97	159	528	96	131	661	16	102	617	92
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	452	920	248	124	1356	247	67	1660	40	11	1550	232
Grp Volume(v), veh/h	294	0	0	70	0	0	219	0	0	464	0	0
Grp Sat Flow(s),veh/h/ln	1619	0	0	1727	0	0	1767	0	0	1793	0	0
Q Serve(g_s), s	1.4	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	4.7	0.0	0.0	0.9	0.0	0.0	3.1	0.0	0.0	7.9	0.0	0.0
Prop In Lane	0.37		0.15	0.16		0.14	0.10		0.02	0.02		0.13
Lane Grp Cap(c), veh/h	761	0	0	783	0	0	808	0	0	811	0	0
V/C Ratio(X)	0.39	0.00	0.00	0.09	0.00	0.00	0.27	0.00	0.00	0.57	0.00	0.00
Avail Cap(c_a), veh/h	1067	0	0	1105	0	0	1475	0	0	1520	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	7.3	0.0	0.0	7.7	0.0	0.0	9.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	0.0	0.0	0.9	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.0	0.0	7.4	0.0	0.0	7.9	0.0	0.0	9.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		294			70			219			464	
Approach Delay, s/veh		8.7			7.4			7.9			9.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		18.7		19.0		18.7				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		30.0		22.0		30.0		22.0				
Max Q Clear Time (g_c+I1), s		5.1		6.7		9.9		2.9				
Green Ext Time (p_c), s		1.3		1.5		2.9		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				9.0								
HCM 6th LOS				A								

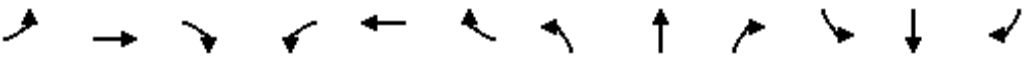
HCM 6th Signalized Intersection Summary
115: SR 267 & CR 550 S

Future AM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
Future Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	109	140	45	11	49	10	21	193	5	9	395	60
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	292	341	92	151	503	91	335	674	17	533	589	90
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	452	919	248	124	1356	247	921	1786	46	1166	1561	237
Grp Volume(v), veh/h	294	0	0	70	0	0	21	0	198	9	0	455
Grp Sat Flow(s),veh/h/ln	1619	0	0	1727	0	0	921	0	1832	1166	0	1798
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.8	0.0	3.0	0.2	0.0	8.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	1.0	0.0	0.0	9.2	0.0	3.0	3.2	0.0	8.4
Prop In Lane	0.37		0.15	0.16		0.14	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	724	0	0	745	0	0	335	0	692	533	0	679
V/C Ratio(X)	0.41	0.00	0.00	0.09	0.00	0.00	0.06	0.00	0.29	0.02	0.00	0.67
Avail Cap(c_a), veh/h	1130	0	0	1172	0	0	567	0	1153	827	0	1131
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	8.2	0.0	0.0	14.1	0.0	8.6	9.7	0.0	10.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.9	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	8.2	0.0	0.0	14.2	0.0	8.9	9.8	0.0	11.5
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		294			70			219			464	
Approach Delay, s/veh		9.8			8.2			9.4			11.4	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		19.7		20.0		19.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		25.0		25.0		25.0		25.0				
Max Q Clear Time (g_c+I1), s		11.2		7.2		10.4		3.0				
Green Ext Time (p_c), s		1.0		1.6		2.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary
115: SR 267 & CR 550 S

Future PM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
Future Volume (veh/h)	100	129	41	10	45	9	19	178	5	8	363	55
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	109	140	45	11	49	10	21	193	5	9	395	60
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	292	341	92	151	503	91	335	674	17	533	589	90
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	452	919	248	124	1356	247	921	1786	46	1166	1561	237
Grp Volume(v), veh/h	294	0	0	70	0	0	21	0	198	9	0	455
Grp Sat Flow(s),veh/h/ln	1619	0	0	1727	0	0	921	0	1832	1166	0	1798
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	0.0	0.8	0.0	3.0	0.2	0.0	8.4
Cycle Q Clear(g_c), s	5.2	0.0	0.0	1.0	0.0	0.0	9.2	0.0	3.0	3.2	0.0	8.4
Prop In Lane	0.37		0.15	0.16		0.14	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	724	0	0	745	0	0	335	0	692	533	0	679
V/C Ratio(X)	0.41	0.00	0.00	0.09	0.00	0.00	0.06	0.00	0.29	0.02	0.00	0.67
Avail Cap(c_a), veh/h	972	0	0	1006	0	0	659	0	1338	944	0	1312
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.4	0.0	0.0	8.2	0.0	0.0	14.1	0.0	8.6	9.7	0.0	10.3
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.2	0.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.9	0.0	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	8.2	0.0	0.0	14.2	0.0	8.9	9.8	0.0	11.5
LnGrp LOS	A	A	A	A	A	A	B	A	A	A	A	B
Approach Vol, veh/h		294			70			219			464	
Approach Delay, s/veh		9.8			8.2			9.4			11.4	
Approach LOS		A			A			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		20.0		19.7		20.0		19.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		29.0		21.0		29.0		21.0				
Max Q Clear Time (g_c+I1), s		11.2		7.2		10.4		3.0				
Green Ext Time (p_c), s		1.1		1.5		2.8		0.3				
Intersection Summary												
HCM 6th Ctrl Delay				10.3								
HCM 6th LOS				B								

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	8	1	16	7	17
Future Vol, veh/h	58	8	1	16	7	17
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	63	9	1	17	8	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	17	26	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	19	-	-	-	-	-
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	977	1062	1588	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1062	1588	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1588	-	986	-	-	
HCM Lane V/C Ratio	0.001	-	0.073	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	3	8	13	23	39
Future Vol, veh/h	14	3	8	13	23	39
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	3	9	14	25	42
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	78	46	67	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	930	1029	1547	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	924	1029	1547	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	2.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1547	-	941	-	-	
HCM Lane V/C Ratio	0.006	-	0.02	-	-	
HCM Control Delay (s)	7.3	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	8	3	39	7	33
Future Vol, veh/h	65	8	3	39	7	33
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	9	3	42	8	36

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	74	26	44
Stage 1	26	-	-
Stage 2	48	-	-
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	930	1050	1564
Stage 1	997	-	-
Stage 2	974	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	928	1050	1564
Mov Cap-2 Maneuver	928	-	-
Stage 1	995	-	-
Stage 2	974	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1564	-	940	-	-
HCM Lane V/C Ratio	0.002	-	0.084	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	4	8	14	29	52
Future Vol, veh/h	31	4	8	14	29	52
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	4	9	15	32	57
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	94	61	89	0	-	0
Stage 1	61	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	911	1010	1519	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	906	1010	1519	-	-	-
Mov Cap-2 Maneuver	906	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	2.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1519	-	917	-	-	
HCM Lane V/C Ratio	0.006	-	0.041	-	-	
HCM Control Delay (s)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	21	1	0	7
Future Vol, veh/h	0	0	21	1	0	7
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	23	1	0	8

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	32	24	0	0	24
Stage 1	24	-	-	-	-
Stage 2	8	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	979	1050	-	-	1584
Stage 1	996	-	-	-	-
Stage 2	1012	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	979	1050	-	-	1584
Mov Cap-2 Maneuver	979	-	-	-	-
Stage 1	996	-	-	-	-
Stage 2	1012	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1584
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	19	2	1	24
Future Vol, veh/h	0	2	19	2	1	24
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	21	2	1	26
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	50	22	0	0	23	0
Stage 1	22	-	-	-	-	-
Stage 2	28	-	-	-	-	-
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	959	1055	-	-	1592	-
Stage 1	1001	-	-	-	-	-
Stage 2	995	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	958	1055	-	-	1592	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		0.3		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1055	1592	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	8.4	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	46	1	0	7
Future Vol, veh/h	0	0	46	1	0	7
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	50	1	0	8
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	59	51	0	0	51	0
Stage 1	51	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	945	1014	-	-	1549	-
Stage 1	969	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1014	-	-	1549	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1549	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	20	2	1	31
Future Vol, veh/h	0	2	20	2	1	31
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	22	2	1	34
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	59	23	0	0	24	0
Stage 1	23	-	-	-	-	-
Stage 2	36	-	-	-	-	-
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	948	1054	-	-	1591	-
Stage 1	1000	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	947	1054	-	-	1591	-
Mov Cap-2 Maneuver	947	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		0.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1054		1591	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 8.4		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	2	0	1
Future Vol, veh/h	1	0	1	2	0	1
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	92	92	92	92	92	92
Heavy Vehicles, %	17	17	17	17	17	0
Mvmt Flow	1	0	1	2	0	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	5	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.57	6.37	4.27	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.453	2.353	-	-	-
Pot Cap-1 Maneuver	979	1041	1529	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1041	1529	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	2.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1529	-	978	-	-	
HCM Lane V/C Ratio	0.001	-	0.001	-	-	
HCM Control Delay (s)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	2	14	9	4
Future Vol, veh/h	3	2	2	14	9	4
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	2	15	10	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	31	12	14	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	988	1074	1617	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	987	1074	1617	-	-	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1617	-	1020	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	2	0	1
Future Vol, veh/h	1	0	1	2	0	1
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	92	92	92	92	92	92
Heavy Vehicles, %	17	17	17	17	17	0
Mvmt Flow	1	0	1	2	0	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	5	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.57	6.37	4.27	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.453	2.353	-	-	-
Pot Cap-1 Maneuver	979	1041	1529	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1041	1529	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	2.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1529	-	978	-	-	
HCM Lane V/C Ratio	0.001	-	0.001	-	-	
HCM Control Delay (s)	7.4	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	2	2	14	9	4
Future Vol, veh/h	3	2	2	14	9	4
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	2	2	15	10	4
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	31	12	14	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	988	1074	1617	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	987	1074	1617	-	-	-
Mov Cap-2 Maneuver	987	-	-	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1617	-	1020	-	-	
HCM Lane V/C Ratio	0.001	-	0.005	-	-	
HCM Control Delay (s)	7.2	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	104	7	348	291	17	209
Future Vol, veh/h	104	7	348	291	17	209
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	113	8	378	316	18	227
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	799	536	0	0	694	0
Stage 1	536	-	-	-	-	-
Stage 2	263	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	352	541	-	-	892	-
Stage 1	583	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	344	541	-	-	892	-
Mov Cap-2 Maneuver	344	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	20.5	0		0.7		
HCM LOS	C					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	352	892	-
HCM Lane V/C Ratio		-	-	0.343	0.021	-
HCM Control Delay (s)		-	-	20.5	9.1	0
HCM Lane LOS		-	-	C	A	A
HCM 95th %tile Q(veh)		-	-	1.5	0.1	-

Intersection

Int Delay, s/veh 9.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	226	14	239	141	9	411
Future Vol, veh/h	226	14	239	141	9	411
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	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	246	15	260	153	10	447

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	804	337	0
Stage 1	337	-	-
Stage 2	467	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	-
Pot Cap-1 Maneuver	348	698	-
Stage 1	716	-	-
Stage 2	625	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	344	698	-
Mov Cap-2 Maneuver	344	-	-
Stage 1	716	-	-
Stage 2	618	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.9	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	1130
HCM Lane V/C Ratio	-	-	0.737	0.009
HCM Control Delay (s)	-	-	38.9	8.2
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	5.7	0

HCM 6th Signalized Intersection Summary
119: SR 267 & Whitestown Pkwy

Existing AM - Mit
04/20/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	104	7	348	291	17	209
Future Volume (veh/h)	104	7	348	291	17	209
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	1841	1841	1841	1841
Adj Flow Rate, veh/h	113	8	378	316	18	227
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	452	32	479	400	318	952
Arrive On Green	0.28	0.28	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1611	114	927	775	738	1841
Grp Volume(v), veh/h	122	0	0	694	18	227
Grp Sat Flow(s),veh/h/ln	1740	0	0	1701	738	1841
Q Serve(g_s), s	2.1	0.0	0.0	13.1	0.8	2.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	13.1	13.9	2.7
Prop In Lane	0.93	0.07		0.46	1.00	
Lane Grp Cap(c), veh/h	488	0	0	880	318	952
V/C Ratio(X)	0.25	0.00	0.00	0.79	0.06	0.24
Avail Cap(c_a), veh/h	705	0	0	1552	610	1679
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	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	7.8	13.5	5.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.6	0.1	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	0.7	0.0	0.0	3.2	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.3	0.0	0.0	9.4	13.5	5.4
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h	122		694			245
Approach Delay, s/veh	11.3		9.4			6.0
Approach LOS	B		A			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	24.4				24.4	15.1
Change Period (Y+Rc), s	4.0				4.0	4.0
Max Green Setting (Gmax), s	36.0				36.0	16.0
Max Q Clear Time (g_c+I1), s	15.1				15.9	4.1
Green Ext Time (p_c), s	5.3				1.3	0.2
Intersection Summary						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
119: SR 267 & Whitestown Pkwy

Existing PM - Mit
04/20/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	226	14	239	141	9	411
Future Volume (veh/h)	226	14	239	141	9	411
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	246	15	260	153	10	447
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	613	37	437	257	400	741
Arrive On Green	0.38	0.38	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1622	99	1078	634	950	1826
Grp Volume(v), veh/h	262	0	0	413	10	447
Grp Sat Flow(s),veh/h/ln	1727	0	0	1712	950	1826
Q Serve(g_s), s	4.1	0.0	0.0	7.0	0.3	7.1
Cycle Q Clear(g_c), s	4.1	0.0	0.0	7.0	7.3	7.1
Prop In Lane	0.94	0.06		0.37	1.00	
Lane Grp Cap(c), veh/h	653	0	0	694	400	741
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.02	0.60
Avail Cap(c_a), veh/h	934	0	0	1481	837	1580
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	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	8.6	11.5	8.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.9	0.1	2.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.8	0.0	0.0	9.4	11.5	9.4
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	262		413			457
Approach Delay, s/veh	8.8		9.4			9.5
Approach LOS	A		A			A
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	19.0		19.0		18.0	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	32.0		32.0		20.0	
Max Q Clear Time (g_c+I1), s	9.0		9.3		6.1	
Green Ext Time (p_c), s	2.7		2.9		0.6	
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary 119: SR 267 & Whitestown Pkwy

Future AM
04/20/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	160	84	540	450	31	212
Future Volume (veh/h)	160	84	540	450	31	212
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	1841	1841	1841	1841
Adj Flow Rate, veh/h	174	91	587	489	34	230
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	239	125	619	516	153	1227
Arrive On Green	0.22	0.22	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1100	575	928	773	516	1841
Grp Volume(v), veh/h	266	0	0	1076	34	230
Grp Sat Flow(s),veh/h/ln	1682	0	0	1702	516	1841
Q Serve(g_s), s	10.1	0.0	0.0	39.4	4.4	3.3
Cycle Q Clear(g_c), s	10.1	0.0	0.0	39.4	43.8	3.3
Prop In Lane	0.65	0.34		0.45	1.00	
Lane Grp Cap(c), veh/h	365	0	0	1135	153	1227
V/C Ratio(X)	0.73	0.00	0.00	0.95	0.22	0.19
Avail Cap(c_a), veh/h	392	0	0	1139	154	1232
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	1.00
Uniform Delay (d), s/veh	25.0	0.0	0.0	10.4	30.2	4.4
Incr Delay (d2), s/veh	6.3	0.0	0.0	15.8	0.7	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	4.4	0.0	0.0	15.2	0.6	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	31.3	0.0	0.0	26.2	31.0	4.4
LnGrp LOS	C	A	A	C	C	A
Approach Vol, veh/h	266		1076			264
Approach Delay, s/veh	31.3		26.2			7.9
Approach LOS	C		C			A
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	49.8		49.8		18.9	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	46.0		46.0		16.0	
Max Q Clear Time (g_c+I1), s	41.4		45.8		12.1	
Green Ext Time (p_c), s	3.2		0.0		0.3	
Intersection Summary						
HCM 6th Ctrl Delay			24.0			
HCM 6th LOS			C			
Notes						

HCM 6th Signalized Intersection Summary

119: SR 267 & Whitestown Pkwy

Future PM
04/20/2023

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	495	25	253	221	50	464
Future Volume (veh/h)	495	25	253	221	50	464
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	538	27	275	240	54	504
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	628	32	373	325	318	757
Arrive On Green	0.38	0.38	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1643	82	900	785	865	1826
Grp Volume(v), veh/h	566	0	0	515	54	504
Grp Sat Flow(s),veh/h/ln	1729	0	0	1685	865	1826
Q Serve(g_s), s	11.8	0.0	0.0	10.2	2.2	8.8
Cycle Q Clear(g_c), s	11.8	0.0	0.0	10.2	12.4	8.8
Prop In Lane	0.95	0.05		0.47	1.00	
Lane Grp Cap(c), veh/h	661	0	0	698	318	757
V/C Ratio(X)	0.86	0.00	0.00	0.74	0.17	0.67
Avail Cap(c_a), veh/h	922	0	0	899	421	974
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	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	9.7	14.9	9.3
Incr Delay (d2), s/veh	5.9	0.0	0.0	2.4	0.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	0.0	3.1	0.4	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	0.0	0.0	12.1	15.2	10.5
LnGrp LOS	B	A	A	B	B	B
Approach Vol, veh/h	566		515			558
Approach Delay, s/veh	17.0		12.1			10.9
Approach LOS	B		B			B
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	20.3		20.3		19.1	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	21.0		21.0		21.0	
Max Q Clear Time (g_c+I1), s	12.2		14.4		13.8	
Green Ext Time (p_c), s	2.3		1.9		1.3	
Intersection Summary						
HCM 6th Ctrl Delay			13.4			
HCM 6th LOS			B			
Notes						

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	304	2	0	84	1	3
Future Vol, veh/h	304	2	0	84	1	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	330	2	0	91	1	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	422	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	91	-
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	-	-	1227	-	588	711
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1227	-	588	711
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	933	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		10.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	676	-	-	1227	-	
HCM Lane V/C Ratio	0.006	-	-	-	-	
HCM Control Delay (s)	10.4	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	157	0	3	223	0	2
Future Vol, veh/h	157	0	3	223	0	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	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	171	0	3	242	0	2
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	171	0	419	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1382	-	583	862
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1382	-	581	862
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	782	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		9.2	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	862	-	-	1382	-	
HCM Lane V/C Ratio	0.003	-	-	0.002	-	
HCM Control Delay (s)	9.2	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	6.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	464	15	53	140	78	179
Future Vol, veh/h	464	15	53	140	78	179
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	504	16	58	152	85	195

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	520
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1046
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1046
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	23.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	1046	-
HCM Lane V/C Ratio	0.594	-	-	0.055	-
HCM Control Delay (s)	23.3	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	3.8	-	-	0.2	-

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	237	41	267	492	11	151
Future Vol, veh/h	237	41	267	492	11	151
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, %	6	6	6	6	6	6
Mvmt Flow	258	45	290	535	12	164
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	303	0	1396	281
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	1115	-
Critical Hdwy	-	-	4.16	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	2.254	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	1235	-	152	748
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	308	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1235	-	101	748
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	757	-
Stage 2	-	-	-	-	205	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.1		15.4	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	521	-	-	1235	-	
HCM Lane V/C Ratio	0.338	-	-	0.235	-	
HCM Control Delay (s)	15.4	-	-	8.8	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.5	-	-	0.9	-	

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	304	0	2	82	1	1	2	22	4	2	0
Future Vol, veh/h	3	304	0	2	82	1	1	2	22	4	2	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	3	330	0	2	89	1	1	2	24	4	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	90	0	0	330	0	0	431	430	330	443	430	90
Stage 1	-	-	-	-	-	-	336	336	-	94	94	-
Stage 2	-	-	-	-	-	-	95	94	-	349	336	-
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	1505	-	-	1229	-	-	535	518	712	525	518	968
Stage 1	-	-	-	-	-	-	678	642	-	913	817	-
Stage 2	-	-	-	-	-	-	912	817	-	667	642	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1505	-	-	1229	-	-	532	516	712	504	516	968
Mov Cap-2 Maneuver	-	-	-	-	-	-	532	516	-	504	516	-
Stage 1	-	-	-	-	-	-	677	641	-	911	815	-
Stage 2	-	-	-	-	-	-	908	815	-	641	641	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			10.5			12.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	682	1505	-	-	1229	-	-	508				
HCM Lane V/C Ratio	0.04	0.002	-	-	0.002	-	-	0.013				
HCM Control Delay (s)	10.5	7.4	0	-	7.9	0	-	12.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	156	0	17	229	8	0	0	9	5	2	1
Future Vol, veh/h	3	156	0	17	229	8	0	0	9	5	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	170	0	18	249	9	0	0	10	5	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	258	0	0	170	0	0	467	470	170	471	466	254
Stage 1	-	-	-	-	-	-	176	176	-	290	290	-
Stage 2	-	-	-	-	-	-	291	294	-	181	176	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1313	-	-	1413	-	-	508	493	876	505	496	787
Stage 1	-	-	-	-	-	-	828	755	-	720	674	-
Stage 2	-	-	-	-	-	-	719	671	-	823	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1313	-	-	1413	-	-	499	484	876	492	487	787
Mov Cap-2 Maneuver	-	-	-	-	-	-	499	484	-	492	487	-
Stage 1	-	-	-	-	-	-	826	753	-	718	664	-
Stage 2	-	-	-	-	-	-	705	661	-	811	753	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.5			9.2			12.1		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	876	1313	-	-	1413	-	-	515				
HCM Lane V/C Ratio	0.011	0.002	-	-	0.013	-	-	0.017				
HCM Control Delay (s)	9.2	7.7	0	-	7.6	0	-	12.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	115.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	887	0	133	254	1	1	2	504	4	2	0
Future Vol, veh/h	3	887	0	133	254	1	1	2	504	4	2	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	3	964	0	145	276	1	1	2	548	4	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	277	0	0	964	0	0	1538	1537	964	1812	1537	277
Stage 1	-	-	-	-	-	-	970	970	-	567	567	-
Stage 2	-	-	-	-	-	-	568	567	-	1245	970	-
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	1286	-	-	714	-	-	94	116	~ 310	61	116	762
Stage 1	-	-	-	-	-	-	304	331	-	508	507	-
Stage 2	-	-	-	-	-	-	508	507	-	213	331	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1286	-	-	714	-	-	75	88	~ 310	-	88	762
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	88	-	-	88	-
Stage 1	-	-	-	-	-	-	302	329	-	505	385	-
Stage 2	-	-	-	-	-	-	384	385	-	-	329	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.9			\$ 404.6					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	305	1286	-	-	714	-	-	-				
HCM Lane V/C Ratio	1.807	0.003	-	-	0.202	-	-	-				
HCM Control Delay (s)	\$ 404.6	7.8	0	-	11.3	0	-	-				
HCM Lane LOS	F	A	A	-	B	A	-	-				
HCM 95th %tile Q(veh)	36.4	0	-	-	0.8	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	543	0	587	1052	8	0	0	331	5	2	1
Future Vol, veh/h	3	543	0	587	1052	8	0	0	331	5	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	3	590	0	638	1143	9	0	0	360	5	2	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1152	0	0	590	0	0	3021	3024	590	3200	3020	1148
Stage 1	-	-	-	-	-	-	596	596	-	2424	2424	-
Stage 2	-	-	-	-	-	-	2425	2428	-	776	596	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	610	-	-	990	-	-	8	13	509	6	13	243
Stage 1	-	-	-	-	-	-	492	493	-	44	64	-
Stage 2	-	-	-	-	-	-	44	63	-	392	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	610	-	-	990	-	-	-	0	509	-	0	243
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	489	490	-	44	0	-
Stage 2	-	-	-	-	-	-	-	0	-	114	490	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			5.3								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	610	-	-	990	-	-	-				
HCM Lane V/C Ratio	-	0.005	-	-	0.644	-	-	-				
HCM Control Delay (s)	-	10.9	0	-	15	0	-	-				
HCM Lane LOS	-	B	A	-	B	A	-	-				
HCM 95th %tile Q(veh)	-	0	-	-	4.9	-	-	-				

Intersection						
Intersection Delay, s/veh 27.4						
Intersection LOS D						
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	967	422		551		6
Demand Flow Rate, veh/h	986	431		562		6
Vehicles Circulating, veh/h	154	6		990		431
Vehicles Exiting, veh/h	283	1546		150		6
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	20.7	4.0		57.2		4.1
Approach LOS	C	A		F		A
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.343	0.657	0.005	0.995	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	986	148	283	3	559	6
Cap Entry Lane, veh/h	1179	1412	1412	577	577	889
Entry HV Adj Factor	0.980	0.980	0.980	0.987	0.980	0.993
Flow Entry, veh/h	967	145	277	3	548	6
Cap Entry, veh/h	1156	1384	1385	569	565	883
V/C Ratio	0.836	0.105	0.200	0.005	0.969	0.007
Control Delay, s/veh	20.7	3.4	4.3	6.4	57.4	4.1
LOS	C	A	A	A	F	A
95th %tile Queue, veh	11	0	1	0	13	0

Intersection						
Intersection Delay, s/veh16.7						
Intersection LOS C						
Approach	EB	WB		NB		SB
Entry Lanes	1	2		2		1
Conflicting Circle Lanes	1	1		1		1
Adj Approach Flow, veh/h	593	1790		360		8
Demand Flow Rate, veh/h	599	1807		364		8
Vehicles Circulating, veh/h	651	3		604		1798
Vehicles Exiting, veh/h	1155	965		646		12
Ped Vol Crossing Leg, #/h	0	0		0		0
Ped Cap Adj	1.000	1.000		1.000		1.000
Approach Delay, s/veh	30.5	13.5		10.2		17.2
Approach LOS	D	B		B		C
Lane	Left	Left	Right	Left	Right	Left
Designated Moves	LTR	L	TR	LT	R	LTR
Assumed Moves	LTR	L	TR	LT	R	LTR
RT Channelized						
Lane Util	1.000	0.356	0.644	0.000	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.544	4.544	4.976
Entry Flow, veh/h	599	644	1163	0	364	8
Cap Entry Lane, veh/h	710	1416	1416	820	820	221
Entry HV Adj Factor	0.990	0.991	0.990	1.000	0.989	0.998
Flow Entry, veh/h	593	638	1152	0	360	8
Cap Entry, veh/h	703	1403	1402	820	811	220
V/C Ratio	0.843	0.455	0.821	0.000	0.444	0.036
Control Delay, s/veh	30.5	7.0	17.1	4.4	10.2	17.2
LOS	D	A	C	A	B	C
95th %tile Queue, veh	10	2	10	0	2	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	0	14	15	1
Future Vol, veh/h	2	1	0	14	15	1
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	1	0	15	16	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	32	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	979	1059	1594	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1059	1594	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1594	-	1004	-	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Control Delay (s)	0	-	8.6	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	13	20	3
Future Vol, veh/h	1	2	5	13	20	3
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	5	14	22	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	48	24	25	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	24	-	-	-	-	-
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	962	1052	1589	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1052	1589	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	1019	-	-	
HCM Lane V/C Ratio	0.003	-	0.003	-	-	
HCM Control Delay (s)	7.3	0	8.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1	0	39	15	1
Future Vol, veh/h	2	1	0	39	15	1
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	1	0	42	16	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	59	17	17	0	-	0
Stage 1	17	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	945	1059	1594	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	945	1059	1594	-	-	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1594	-	980	-	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Control Delay (s)	0	-	8.7	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	5	14	27	3
Future Vol, veh/h	1	2	5	14	27	3
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	5	15	29	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	56	31	32	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	25	-	-	-	-	-
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	952	1043	1580	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1043	1580	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	1.9		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1580	-	1010	-	-	
HCM Lane V/C Ratio	0.003	-	0.003	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	1	560	233	2
Future Vol, veh/h	7	2	1	560	233	2
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	8	2	1	609	253	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	865	254	255	0	-	0
Stage 1	254	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	322	780	1298	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	322	780	1298	-	-	-
Mov Cap-2 Maneuver	322	-	-	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1298	-	370	-	-
HCM Lane V/C Ratio	0.001	-	0.026	-	-
HCM Control Delay (s)	7.8	0	15	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	5	16	305	483	7
Future Vol, veh/h	6	5	16	305	483	7
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	5	17	332	525	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	895	529	533	0	-	0
Stage 1	529	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	310	548	1030	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	548	1030	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.8	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1030	-	381	-	-	
HCM Lane V/C Ratio	0.017	-	0.031	-	-	
HCM Control Delay (s)	8.6	0	14.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	2	1	911	292	2
Future Vol, veh/h	7	2	1	911	292	2
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	8	2	1	990	317	2

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1310	318	319	0	-	0
Stage 1	318	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	174	718	1230	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	718	1230	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	356	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	209	-	-
HCM Lane V/C Ratio	0.001	-	0.047	-	-
HCM Control Delay (s)	7.9	0	23.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	5	16	399	805	7
Future Vol, veh/h	6	5	16	399	805	7
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	5	17	434	875	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1347	879	883	0	-	0
Stage 1	879	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	166	345	762	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	345	762	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	392	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.9	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	762	-	213	-	-	
HCM Lane V/C Ratio	0.023	-	0.056	-	-	
HCM Control Delay (s)	9.8	0	22.9	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	9	34	10	2
Future Vol, veh/h	5	2	9	34	10	2
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	2	10	37	11	2
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	53	29	0	0	47	0
Stage 1	29	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	960	1052	-	-	1573	-
Stage 1	999	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1052	-	-	1573	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.7	0		6.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	979	1573	-	
HCM Lane V/C Ratio	-	-	0.008	0.007	-	
HCM Control Delay (s)	-	-	8.7	7.3	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	11	6	10	6	15
Future Vol, veh/h	25	11	6	10	6	15
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	27	12	7	11	7	16

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	43	13	0
Stage 1	13	-	-
Stage 2	30	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	970	1070	-
Stage 1	1012	-	-
Stage 2	995	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	966	1070	-
Mov Cap-2 Maneuver	966	-	-
Stage 1	1012	-	-
Stage 2	991	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.8	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	996	1605
HCM Lane V/C Ratio	-	-	0.039	0.004
HCM Control Delay (s)	-	-	8.8	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	4	32	47	10	2
Future Vol, veh/h	8	4	32	47	10	2
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	4	35	51	11	2
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	85	61	0	0	86	0
Stage 1	61	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	921	1010	-	-	1523	-
Stage 1	967	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	915	1010	-	-	1523	-
Mov Cap-2 Maneuver	915	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	997	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		6.2		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		945	1523	
HCM Lane V/C Ratio	-	-		0.014	0.007	
HCM Control Delay (s)	-	-		8.9	7.4	
HCM Lane LOS	-	-		A	A	
HCM 95th %tile Q(veh)	-	-		0	0	

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	11	7	17	7	21
Future Vol, veh/h	45	11	7	17	7	21
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	49	12	8	18	8	23

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	56	17	0
Stage 1	17	-	-
Stage 2	39	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	954	1065	-
Stage 1	1008	-	-
Stage 2	986	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	949	1065	-
Mov Cap-2 Maneuver	949	-	-
Stage 1	1008	-	-
Stage 2	981	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	970	1595
HCM Lane V/C Ratio	-	-	0.063	0.005
HCM Control Delay (s)	-	-	9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	0	2	11	0	11
Future Vol, veh/h	53	0	2	11	0	11
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	1	1
Mvmt Flow	58	0	2	12	0	12

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	58
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1553
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1553
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1011	-	-	1553	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	2	37	2	6
Future Vol, veh/h	18	0	2	37	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	20	0	2	40	2	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	64	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1577	-	934	1049
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1577	-	933	1049
Mov Cap-2 Maneuver	-	-	-	-	933	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	970	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.4		8.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1017	-	-	1577	-	
HCM Lane V/C Ratio	0.009	-	-	0.001	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	0	3	16	0	23
Future Vol, veh/h	66	0	3	16	0	23
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	1	1
Mvmt Flow	72	0	3	17	0	25

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	72
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	1534
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1534
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1534	-
HCM Lane V/C Ratio	0.025	-	-	0.002	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	0	8	57	2	9
Future Vol, veh/h	26	0	8	57	2	9
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	5	5	5	5
Mvmt Flow	28	0	9	62	2	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	28
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.15
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.245
Pot Cap-1 Maneuver	-	-	1566
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1566
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1005	-	-	1566	-
HCM Lane V/C Ratio	0.012	-	-	0.006	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

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	32	27	3	11	4	14	1	502	17	8	218	7
Future Vol, veh/h	32	27	3	11	4	14	1	502	17	8	218	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	35	29	3	12	4	15	1	546	18	9	237	8
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	826	825	241	832	820	555	245	0	0	564	0	0
Stage 1	259	259	-	557	557	-	-	-	-	-	-	-
Stage 2	567	566	-	275	263	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	289	305	793	286	307	527	1309	-	-	998	-	-
Stage 1	741	690	-	511	509	-	-	-	-	-	-	-
Stage 2	505	504	-	727	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	275	302	793	261	304	527	1309	-	-	998	-	-
Mov Cap-2 Maneuver	275	302	-	261	304	-	-	-	-	-	-	-
Stage 1	740	683	-	510	508	-	-	-	-	-	-	-
Stage 2	486	503	-	686	680	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	20.7		16.2			0			0.3			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1309	-	-	296	354	998	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.228	0.089	0.009	-	-				
HCM Control Delay (s)	7.8	0	-	20.7	16.2	8.6	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.9	0.3	0	-	-				

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	10	9	0	14	23	21	5	303	14	6	464	25
Future Vol, veh/h	10	9	0	14	23	21	5	303	14	6	464	25
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	10	0	15	25	23	5	329	15	7	504	27
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	903	886	518	884	892	337	531	0	0	344	0	0
Stage 1	532	532	-	347	347	-	-	-	-	-	-	-
Stage 2	371	354	-	537	545	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	257	282	556	265	280	703	1031	-	-	1209	-	-
Stage 1	529	524	-	667	633	-	-	-	-	-	-	-
Stage 2	647	629	-	526	517	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	229	278	556	255	276	703	1031	-	-	1209	-	-
Mov Cap-2 Maneuver	229	278	-	255	276	-	-	-	-	-	-	-
Stage 1	526	520	-	663	629	-	-	-	-	-	-	-
Stage 2	598	625	-	512	513	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.7		17.8		0.1		0.1					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1031	-	-	250	345	1209	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.083	0.183	0.005	-	-				
HCM Control Delay (s)	8.5	0	-	20.7	17.8	8	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-	-				

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	56	28	3	16	6	30	1	812	21	8	273	11
Future Vol, veh/h	56	28	3	16	6	30	1	812	21	8	273	11
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	61	30	3	17	7	33	1	883	23	9	297	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1238	1229	303	1235	1224	895	309	0	0	906	0	0
Stage 1	321	321	-	897	897	-	-	-	-	-	-	-
Stage 2	917	908	-	338	327	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	151	176	732	152	177	337	1240	-	-	743	-	-
Stage 1	687	648	-	332	356	-	-	-	-	-	-	-
Stage 2	323	352	-	672	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	173	732	129	174	337	1240	-	-	743	-	-
Mov Cap-2 Maneuver	131	173	-	129	174	-	-	-	-	-	-	-
Stage 1	686	638	-	331	355	-	-	-	-	-	-	-
Stage 2	286	351	-	628	634	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	65.6		28.3		0		0.3					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1240	-	-	147	210	743	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.643	0.269	0.012	-	-				
HCM Control Delay (s)	7.9	0	-	65.6	28.3	9.9	0	-				
HCM Lane LOS	A	A	-	F	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	3.5	1	0	-	-				

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	11	0	20	23	24	5	385	20	9	757	51
Future Vol, veh/h	19	11	0	20	23	24	5	385	20	9	757	51
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	12	0	22	25	26	5	418	22	10	823	55
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1336	1321	851	1316	1337	429	878	0	0	440	0	0
Stage 1	871	871	-	439	439	-	-	-	-	-	-	-
Stage 2	465	450	-	877	898	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	130	156	358	134	152	624	765	-	-	1115	-	-
Stage 1	344	367	-	595	576	-	-	-	-	-	-	-
Stage 2	576	570	-	342	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	106	152	358	123	148	624	765	-	-	1115	-	-
Mov Cap-2 Maneuver	106	152	-	123	148	-	-	-	-	-	-	-
Stage 1	341	360	-	590	571	-	-	-	-	-	-	-
Stage 2	523	565	-	325	351	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	46.3		35.8		0.1		0.1					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	765	-	-	119	188	1115	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.274	0.387	0.009	-	-				
HCM Control Delay (s)	9.7	0	-	46.3	35.8	8.3	0	-				
HCM Lane LOS	A	A	-	E	E	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	1	1.7	0	-	-				

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	28	3	16	6	30	1	812	21	8	273	11
Future Vol, veh/h	56	28	3	16	6	30	1	812	21	8	273	11
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	100	-	-	-	-	-	-	-	-	-	-	-
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	61	30	3	17	7	33	1	883	23	9	297	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1238	1229	303	1235	1224	895	309	0	0	906	0	0
Stage 1	321	321	-	897	897	-	-	-	-	-	-	-
Stage 2	917	908	-	338	327	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.236	-	-	2.236	-	-
Pot Cap-1 Maneuver	151	176	732	152	177	337	1240	-	-	743	-	-
Stage 1	687	648	-	332	356	-	-	-	-	-	-	-
Stage 2	323	352	-	672	644	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	173	732	129	174	337	1240	-	-	743	-	-
Mov Cap-2 Maneuver	131	173	-	129	174	-	-	-	-	-	-	-
Stage 1	686	638	-	331	355	-	-	-	-	-	-	-
Stage 2	286	351	-	628	634	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	45.1		28.3		0		0.3					
HCM LOS	E		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1240	-	-	131	187	210	743	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.465	0.18	0.269	0.012	-	-			
HCM Control Delay (s)	7.9	0	-	54.3	28.4	28.3	9.9	0	-			
HCM Lane LOS	A	A	-	F	D	D	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	2.1	0.6	1	0	-	-			

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	11	0	20	23	24	5	385	20	9	757	51
Future Vol, veh/h	19	11	0	20	23	24	5	385	20	9	757	51
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	100	-	-	-	-	-	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	21	12	0	22	25	26	5	418	22	10	823	55
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1336	1321	851	1316	1337	429	878	0	0	440	0	0
Stage 1	871	871	-	439	439	-	-	-	-	-	-	-
Stage 2	465	450	-	877	898	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	130	156	358	134	152	624	765	-	-	1115	-	-
Stage 1	344	367	-	595	576	-	-	-	-	-	-	-
Stage 2	576	570	-	342	357	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	106	152	358	123	148	624	765	-	-	1115	-	-
Mov Cap-2 Maneuver	106	152	-	123	148	-	-	-	-	-	-	-
Stage 1	341	360	-	590	571	-	-	-	-	-	-	-
Stage 2	523	565	-	325	351	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	41			35.8			0.1			0.1		
HCM LOS	E			E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	765	-	-	106	152	188	1115	-	-			
HCM Lane V/C Ratio	0.007	-	-	0.195	0.079	0.387	0.009	-	-			
HCM Control Delay (s)	9.7	0	-	47	30.7	35.8	8.3	0	-			
HCM Lane LOS	A	A	-	E	D	E	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	1.7	0	-	-			

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	21	1	1	4
Future Vol, veh/h	0	52	21	1	1	4
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, %	9	9	9	9	9	9
Mvmt Flow	0	57	23	1	1	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	24	0	0 81 24
Stage 1	-	-	- 24 -
Stage 2	-	-	- 57 -
Critical Hdwy	4.19	-	- 6.49 6.29
Critical Hdwy Stg 1	-	-	- 5.49 -
Critical Hdwy Stg 2	-	-	- 5.49 -
Follow-up Hdwy	2.281	-	- 3.581 3.381
Pot Cap-1 Maneuver	1546	-	- 904 1033
Stage 1	-	-	- 981 -
Stage 2	-	-	- 948 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1546	-	- 904 1033
Mov Cap-2 Maneuver	-	-	- 904 -
Stage 1	-	-	- 981 -
Stage 2	-	-	- 948 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1546	-	-	-	1004
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	30	57	3	0	2
Future Vol, veh/h	1	30	57	3	0	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	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1	33	62	3	0	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	65	0	-	0	99	64
Stage 1	-	-	-	-	64	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.21	-	-	-	6.51	6.31
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	2.299	-	-	-	3.599	3.399
Pot Cap-1 Maneuver	1482	-	-	-	878	976
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	965	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1482	-	-	-	877	976
Mov Cap-2 Maneuver	-	-	-	-	877	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	965	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1482	-	-	-	976	
HCM Lane V/C Ratio	0.001	-	-	-	0.002	
HCM Control Delay (s)	7.4	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	57	44	1	1	4
Future Vol, veh/h	0	57	44	1	1	4
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, %	9	9	9	9	9	9
Mvmt Flow	0	62	48	1	1	4
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	49	0	-	0	111	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	62	-
Critical Hdwy	4.19	-	-	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	2.281	-	-	-	3.581	3.381
Pot Cap-1 Maneuver	1514	-	-	-	869	1000
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1514	-	-	-	869	1000
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	943	-
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)	1514	-	-	-	971	
HCM Lane V/C Ratio	-	-	-	-	0.006	
HCM Control Delay (s)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	41	66	3	0	2
Future Vol, veh/h	1	41	66	3	0	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	92	92	92	92	92	92
Heavy Vehicles, %	11	11	11	11	11	11
Mvmt Flow	1	45	72	3	0	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	75	0	0 121 74
Stage 1	-	-	- 74 -
Stage 2	-	-	- 47 -
Critical Hdwy	4.21	-	- 6.51 6.31
Critical Hdwy Stg 1	-	-	- 5.51 -
Critical Hdwy Stg 2	-	-	- 5.51 -
Follow-up Hdwy	2.299	-	- 3.599 3.399
Pot Cap-1 Maneuver	1469	-	- 853 963
Stage 1	-	-	- 927 -
Stage 2	-	-	- 953 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1469	-	- 852 963
Mov Cap-2 Maneuver	-	-	- 852 -
Stage 1	-	-	- 926 -
Stage 2	-	-	- 953 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	963
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.5	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	52	0	6	25	10	11
Future Vol, veh/h	52	0	6	25	10	11
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, %	4	4	4	4	4	4
Mvmt Flow	57	0	7	27	11	12
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	57	0	98	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1535	-	896	1004
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1535	-	892	1004
Mov Cap-2 Maneuver	-	-	-	-	892	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	971	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.4		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	947	-	-	1535	-	
HCM Lane V/C Ratio	0.024	-	-	0.004	-	
HCM Control Delay (s)	8.9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	33	4	11	57	6	6
Future Vol, veh/h	33	4	11	57	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	36	4	12	62	7	7
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	124	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	-	-	4.19	-	6.49	6.29
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.281	-	3.581	3.381
Pot Cap-1 Maneuver	-	-	1526	-	855	1014
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	920	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1526	-	848	1014
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	913	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	924	-	-	1526	-	
HCM Lane V/C Ratio	0.014	-	-	0.008	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	53	1	17	30	13	36
Future Vol, veh/h	53	1	17	30	13	36
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, %	4	4	4	4	4	4
Mvmt Flow	58	1	18	33	14	39
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	59	0	128	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1532	-	862	1001
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1532	-	852	1001
Mov Cap-2 Maneuver	-	-	-	-	852	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	938	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.7		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	957	-	-	1532	-	
HCM Lane V/C Ratio	0.056	-	-	0.012	-	
HCM Control Delay (s)	9	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	7	49	57	7	30
Future Vol, veh/h	35	7	49	57	7	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	38	8	53	62	8	33

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	46
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.19
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.281
Pot Cap-1 Maneuver	-	-	1518
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1518
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	943	-	-	1518	-
HCM Lane V/C Ratio	0.043	-	-	0.035	-
HCM Control Delay (s)	9	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	53	21	4	5	4
Future Vol, veh/h	26	53	21	4	5	4
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, %	4	4	4	4	4	4
Mvmt Flow	28	58	23	4	5	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	27	0	0 139 25
Stage 1	-	-	- 25 -
Stage 2	-	-	- 114 -
Critical Hdwy	4.14	-	- 6.44 6.24
Critical Hdwy Stg 1	-	-	- 5.44 -
Critical Hdwy Stg 2	-	-	- 5.44 -
Follow-up Hdwy	2.236	-	- 3.536 3.336
Pot Cap-1 Maneuver	1574	-	- 849 1045
Stage 1	-	-	- 992 -
Stage 2	-	-	- 906 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1574	-	- 834 1045
Mov Cap-2 Maneuver	-	-	- 834 -
Stage 1	-	-	- 974 -
Stage 2	-	-	- 906 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1574	-	-	-	916
HCM Lane V/C Ratio	0.018	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection

Int Delay, s/veh 3

Movement	EBL	EBT	WBT	WBR	SBL	SBR

Lane Configurations						

Traffic Vol, veh/h	6	34	28	2	4	25

Future Vol, veh/h	6	34	28	2	4	25

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, %	12	12	12	12	12	12

Mvmt Flow	7	37	30	2	4	27

Major/Minor	Major1	Major2	Minor2

Conflicting Flow All	32	0	0	82	31

Stage 1	-	-	-	31	-

Stage 2	-	-	-	51	-

Critical Hdwy	4.22	-	-	6.52	6.32

Critical Hdwy Stg 1	-	-	-	5.52	-

Critical Hdwy Stg 2	-	-	-	5.52	-

Follow-up Hdwy	2.308	-	-	3.608	3.408

Pot Cap-1 Maneuver	1518	-	-	896	1015

Stage 1	-	-	-	966	-

Stage 2	-	-	-	947	-

Platoon blocked, %	-	-	-	-	-

Mov Cap-1 Maneuver	1518	-	-	892	1015

Mov Cap-2 Maneuver	-	-	-	892	-

Stage 1	-	-	-	961	-

Stage 2	-	-	-	947	-

Approach	EB	WB	SB

HCM Control Delay, s	1.1	0	8.7

HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1

Capacity (veh/h)	1518	-	-	-	996

HCM Lane V/C Ratio	0.004	-	-	-	0.032

HCM Control Delay (s)	7.4	0	-	-	8.7

HCM Lane LOS	A	A	-	-	A

HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	193	55	23	4	5	51
Future Vol, veh/h	193	55	23	4	5	51
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, %	4	4	4	4	4	4
Mvmt Flow	210	60	25	4	5	55
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	29	0	-	0	507	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1571	-	-	-	522	1043
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	450	1043
Mov Cap-2 Maneuver	-	-	-	-	450	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	618	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.9	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1571	-	-	-	933	
HCM Lane V/C Ratio	0.134	-	-	-	0.065	
HCM Control Delay (s)	7.6	0	-	-	9.1	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.5	-	-	-	0.2	

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	37	33	2	4	226
Future Vol, veh/h	125	37	33	2	4	226
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, %	12	12	12	12	12	12
Mvmt Flow	136	40	36	2	4	246
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	38	0	-	0	349	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	4.22	-	-	-	6.52	6.32
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.308	-	-	-	3.608	3.408
Pot Cap-1 Maneuver	1510	-	-	-	628	1007
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	570	1007
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	872	-
Stage 2	-	-	-	-	720	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.9	0		9.8		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1510	-	-	-	-	994
HCM Lane V/C Ratio	0.09	-	-	-	-	0.252
HCM Control Delay (s)	7.6	0	-	-	-	9.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-	1

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	3	1	43	8	7
Future Vol, veh/h	18	3	1	43	8	7
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	3	1	47	9	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	62	13	17	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	949	1073	1613	-	-	-
Stage 1	1015	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1073	1613	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1613	-	964	-	-	
HCM Lane V/C Ratio	0.001	-	0.024	-	-	
HCM Control Delay (s)	7.2	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	2	2	18	28	21
Future Vol, veh/h	11	2	2	18	28	21
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	12	2	2	20	30	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	66	42	53	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	944	1034	1566	-	-	-
Stage 1	986	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	943	1034	1566	-	-	-
Mov Cap-2 Maneuver	943	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0.7		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1566	-	956	-	-	
HCM Lane V/C Ratio	0.001	-	0.015	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	3	1	65	10	8
Future Vol, veh/h	32	3	1	65	10	8
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	3	1	71	11	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	89	16	20	0	-	0
Stage 1	16	-	-	-	-	-
Stage 2	73	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	917	1069	1609	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	916	1069	1609	-	-	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	955	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1609	-	927	-	-	
HCM Lane V/C Ratio	0.001	-	0.041	-	-	
HCM Control Delay (s)	7.2	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	2	2	23	43	32
Future Vol, veh/h	14	2	2	23	43	32
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	2	2	25	47	35
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	94	65	82	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	911	1005	1528	-	-	-
Stage 1	963	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	910	1005	1528	-	-	-
Mov Cap-2 Maneuver	910	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1528	-	921	-	-	
HCM Lane V/C Ratio	0.001	-	0.019	-	-	
HCM Control Delay (s)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	0	1	0	0
Future Vol, veh/h	2	0	0	1	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	2	0	0	1	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1026	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1026	1090	-	-	1635	-
Mov Cap-2 Maneuver	1026	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1026		1635	-	
HCM Lane V/C Ratio	-	- 0.002		-	-	
HCM Control Delay (s)	-	- 8.5		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	0	3	0	0
Future Vol, veh/h	1	2	0	3	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	0	3	0	0
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	3	2	0	0	3	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1025	1088	-	-	1632	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1025	1088	-	-	1632	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 1066	1632	-		
HCM Lane V/C Ratio	-	- 0.003	-	-		
HCM Control Delay (s)	-	- 8.4	0	-		
HCM Lane LOS	-	- A	A	-		
HCM 95th %tile Q(veh)	-	- 0	0	-		

Intersection						
Int Delay, s/veh	4.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	0	0	1	0	0
Future Vol, veh/h	2	0	0	1	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	2	0	0	1	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1026	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1026	1090	-	-	1635	-
Mov Cap-2 Maneuver	1026	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1026		1635	-	
HCM Lane V/C Ratio	-	- 0.002		-	-	
HCM Control Delay (s)	-	- 8.5		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	0	3	0	0
Future Vol, veh/h	1	2	0	3	0	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	2	0	3	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	3	2	0	0	3	0
Stage 1	2	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1025	1088	-	-	1632	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1025	1088	-	-	1632	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.4	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1066		1632	-	
HCM Lane V/C Ratio	-	- 0.003		-	-	
HCM Control Delay (s)	-	- 8.4		0	-	
HCM Lane LOS	-	- A		A	-	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	1	0	0
Future Vol, veh/h	2	2	4	1	0	0
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, %	50	50	25	0	0	0
Mvmt Flow	2	2	4	1	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	12	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.35	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.425	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1479	-	1013	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	1010	1087
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1016	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1479	-	
HCM Lane V/C Ratio	-	-	-	0.003	-	
HCM Control Delay (s)	0	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	1	1	1
Future Vol, veh/h	3	0	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	67	0	0	0	0	0
Mvmt Flow	3	0	0	1	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	4	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1632	-	1023	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1632	-	1023	1087
Mov Cap-2 Maneuver	-	-	-	-	1023	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1028	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1054	-	-	1632	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.4	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	1	0	0
Future Vol, veh/h	2	2	4	1	0	0
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, %	50	50	25	0	0	0
Mvmt Flow	2	2	4	1	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	4	0	12	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.35	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.425	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1479	-	1013	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1479	-	1010	1087
Mov Cap-2 Maneuver	-	-	-	-	1010	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1016	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		6		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1479	-	
HCM Lane V/C Ratio	-	-	-	0.003	-	
HCM Control Delay (s)	0	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	0	0	1	1	1
Future Vol, veh/h	3	0	0	1	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	67	0	0	0	0	0
Mvmt Flow	3	0	0	1	1	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	3	0	4	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1632	-	1023	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1028	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1632	-	1023	1087
Mov Cap-2 Maneuver	-	-	-	-	1023	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1028	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.4	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1054	-	-	1632	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.4	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	1	0	1	0	0	0	0	0	0
Future Vol, veh/h	0	3	0	1	0	1	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, %	0	0	0	0	0	100	0	0	0	0	0	0
Mvmt Flow	0	3	0	1	0	1	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	3	0	0	6	6	3	6	6	1
Stage 1	-	-	-	-	-	-	3	3	-	3	3	-
Stage 2	-	-	-	-	-	-	3	3	-	3	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1632	-	-	1019	893	1087	1019	893	1090
Stage 1	-	-	-	-	-	-	1025	897	-	1025	897	-
Stage 2	-	-	-	-	-	-	1025	897	-	1025	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1632	-	-	1018	892	1087	1018	892	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	1018	892	-	1018	892	-
Stage 1	-	-	-	-	-	-	1025	897	-	1025	896	-
Stage 2	-	-	-	-	-	-	1024	896	-	1025	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.6			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1635	-	-	1632	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	0	0	-	-	7.2	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	1	1	3	1	0	1	0	0	1
Future Vol, veh/h	0	1	0	1	1	3	1	0	1	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	0	0	0
Mvmt Flow	0	1	0	1	1	3	1	0	1	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	1	0	0	6	7	1	7	6	3
Stage 1	-	-	-	-	-	-	1	1	-	5	5	-
Stage 2	-	-	-	-	-	-	5	6	-	2	1	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1631	-	-	1635	-	-	1019	892	1090	1018	893	1087
Stage 1	-	-	-	-	-	-	1027	899	-	1022	896	-
Stage 2	-	-	-	-	-	-	1022	895	-	1026	899	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1631	-	-	1635	-	-	1017	891	1090	1016	892	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	1017	891	-	1016	892	-
Stage 1	-	-	-	-	-	-	1027	899	-	1022	895	-
Stage 2	-	-	-	-	-	-	1020	894	-	1025	899	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			8.4			8.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1052	1631	-	-	1635	-	-	1087				
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.001				
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	8.3				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	3	0	1	0	1	0	0	0	0	0	0
Future Vol, veh/h	0	3	0	1	0	1	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, %	0	0	0	0	0	100	0	0	0	0	0	0
Mvmt Flow	0	3	0	1	0	1	0	0	0	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	3	0	0	6	6	3	6	6	1
Stage 1	-	-	-	-	-	-	3	3	-	3	3	-
Stage 2	-	-	-	-	-	-	3	3	-	3	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1632	-	-	1019	893	1087	1019	893	1090
Stage 1	-	-	-	-	-	-	1025	897	-	1025	897	-
Stage 2	-	-	-	-	-	-	1025	897	-	1025	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1632	-	-	1018	892	1087	1018	892	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	1018	892	-	1018	892	-
Stage 1	-	-	-	-	-	-	1025	897	-	1025	896	-
Stage 2	-	-	-	-	-	-	1024	896	-	1025	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			3.6			0			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1635	-	-	1632	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.001	-	-	-				
HCM Control Delay (s)	0	0	-	-	7.2	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	0	1	1	3	1	0	1	0	0	1
Future Vol, veh/h	0	1	0	1	1	3	1	0	1	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	0	0	0
Mvmt Flow	0	1	0	1	1	3	1	0	1	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	1	0	0	6	7	1	7	6	3
Stage 1	-	-	-	-	-	-	1	1	-	5	5	-
Stage 2	-	-	-	-	-	-	5	6	-	2	1	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1631	-	-	1635	-	-	1019	892	1090	1018	893	1087
Stage 1	-	-	-	-	-	-	1027	899	-	1022	896	-
Stage 2	-	-	-	-	-	-	1022	895	-	1026	899	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1631	-	-	1635	-	-	1017	891	1090	1016	892	1087
Mov Cap-2 Maneuver	-	-	-	-	-	-	1017	891	-	1016	892	-
Stage 1	-	-	-	-	-	-	1027	899	-	1022	895	-
Stage 2	-	-	-	-	-	-	1020	894	-	1025	899	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.4			8.4			8.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	1052	1631	-	-	1635	-	-	1087				
HCM Lane V/C Ratio	0.002	-	-	-	0.001	-	-	0.001				
HCM Control Delay (s)	8.4	0	-	-	7.2	0	-	8.3				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	7	0	0	0	168	5	0	225	0
Future Vol, veh/h	1	1	1	7	0	0	0	168	5	0	225	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	1	1	8	0	0	0	183	5	0	245	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	431	433	245	432	431	186	245	0	0	188	0	0
Stage 1	245	245	-	186	186	-	-	-	-	-	-	-
Stage 2	186	188	-	246	245	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	529	511	786	529	513	849	1304	-	-	1368	-	-
Stage 1	752	698	-	809	740	-	-	-	-	-	-	-
Stage 2	809	739	-	751	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	529	511	786	527	513	849	1304	-	-	1368	-	-
Mov Cap-2 Maneuver	529	511	-	527	513	-	-	-	-	-	-	-
Stage 1	752	698	-	809	740	-	-	-	-	-	-	-
Stage 2	809	739	-	749	698	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	11.2		11.9		0			0				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1304	-	-	586	527	1368	-	-				
HCM Lane V/C Ratio	-	-	-	0.006	0.014	-	-	-				
HCM Control Delay (s)	0	-	-	11.2	11.9	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	2	1	1	1	0	266	5	3	205	0
Future Vol, veh/h	0	0	2	1	1	1	0	266	5	3	205	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	2	1	1	1	0	289	5	3	223	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	522	523	223	522	521	292	223	0	0	294	0	0
Stage 1	229	229	-	292	292	-	-	-	-	-	-	-
Stage 2	293	294	-	230	229	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	464	457	814	464	458	745	1340	-	-	1262	-	-
Stage 1	772	713	-	714	669	-	-	-	-	-	-	-
Stage 2	713	668	-	771	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	456	814	462	457	745	1340	-	-	1262	-	-
Mov Cap-2 Maneuver	461	456	-	462	457	-	-	-	-	-	-	-
Stage 1	772	711	-	714	669	-	-	-	-	-	-	-
Stage 2	711	668	-	767	711	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		11.9		0		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1340	-	-	814	527	1262	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.006	0.003	-	-				
HCM Control Delay (s)	0	-	-	9.4	11.9	7.9	0	-				
HCM Lane LOS	A	-	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	132	0	2	0	201	41	1	338	0
Future Vol, veh/h	1	1	1	132	0	2	0	201	41	1	338	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	1	1	1	143	0	2	0	218	45	1	367	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	611	632	367	611	610	241	367	0	0	263	0	0
Stage 1	369	369	-	241	241	-	-	-	-	-	-	-
Stage 2	242	263	-	370	369	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.15	6.55	6.25	4.15	-	-	4.15	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.15	5.55	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.545	4.045	3.345	2.245	-	-	2.245	-	-
Pot Cap-1 Maneuver	402	394	672	402	405	791	1175	-	-	1284	-	-
Stage 1	645	616	-	756	701	-	-	-	-	-	-	-
Stage 2	755	685	-	644	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	400	394	672	400	405	791	1175	-	-	1284	-	-
Mov Cap-2 Maneuver	400	394	-	400	405	-	-	-	-	-	-	-
Stage 1	645	615	-	756	701	-	-	-	-	-	-	-
Stage 2	753	685	-	641	615	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.9		18.9			0			0			
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1175	-	-	460	403	1284	-	-				
HCM Lane V/C Ratio	-	-	-	0.007	0.361	0.001	-	-				
HCM Control Delay (s)	0	-	-	12.9	18.9	7.8	0	-				
HCM Lane LOS	A	-	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	1.6	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	0	0	2	87	1	2	0	399	156	5	258	0
Future Vol, veh/h	0	0	2	87	1	2	0	399	156	5	258	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	2	95	1	2	0	434	170	5	280	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	811	894	280	810	809	519	280	0	0	604	0	0
Stage 1	290	290	-	519	519	-	-	-	-	-	-	-
Stage 2	521	604	-	291	290	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	297	279	756	297	313	555	1277	-	-	969	-	-
Stage 1	716	670	-	538	531	-	-	-	-	-	-	-
Stage 2	537	486	-	715	670	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	294	277	756	295	311	555	1277	-	-	969	-	-
Mov Cap-2 Maneuver	294	277	-	295	311	-	-	-	-	-	-	-
Stage 1	716	666	-	538	531	-	-	-	-	-	-	-
Stage 2	534	486	-	709	666	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		22.9		0		0.2					
HCM LOS	A		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1277	-	-	756	298	969	-	-				
HCM Lane V/C Ratio	-	-	-	0.003	0.328	0.006	-	-				
HCM Control Delay (s)	0	-	-	9.8	22.9	8.7	0	-				
HCM Lane LOS	A	-	-	A	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	1.4	0	-	-				

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	2	2	6	1	0	2	3	0	13	0
Future Vol, veh/h	2	2	2	2	6	1	0	2	3	0	13	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, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	2	2	2	2	7	1	0	2	3	0	14	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	4	0	0	26	19	3	22	20	8
Stage 1	-	-	-	-	-	-	7	7	-	12	12	-
Stage 2	-	-	-	-	-	-	19	12	-	10	8	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1568	-	-	1573	-	-	967	861	1061	973	860	1054
Stage 1	-	-	-	-	-	-	997	876	-	991	872	-
Stage 2	-	-	-	-	-	-	982	872	-	993	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1568	-	-	1573	-	-	953	859	1061	966	858	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	953	859	-	966	858	-
Stage 1	-	-	-	-	-	-	996	875	-	990	871	-
Stage 2	-	-	-	-	-	-	965	871	-	987	874	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			1.6			8.7			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	970	1568	-	-	1573	-	-	858				
HCM Lane V/C Ratio	0.006	0.001	-	-	0.001	-	-	0.016				
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	9.3				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	6.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	0	3	0	2	17	8	0	2	0
Future Vol, veh/h	0	6	1	0	3	0	2	17	8	0	2	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, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	7	1	0	3	0	2	18	9	0	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	3	0	0	8	0	0	12	11	8	24	11	3
Stage 1	-	-	-	-	-	-	8	8	-	3	3	-
Stage 2	-	-	-	-	-	-	4	3	-	21	8	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1600	-	-	1593	-	-	997	878	1065	980	878	1072
Stage 1	-	-	-	-	-	-	1006	883	-	1012	887	-
Stage 2	-	-	-	-	-	-	1011	887	-	990	883	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1600	-	-	1593	-	-	995	878	1065	956	878	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	995	878	-	956	878	-
Stage 1	-	-	-	-	-	-	1006	883	-	1012	887	-
Stage 2	-	-	-	-	-	-	1009	887	-	961	883	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	935	1600	-	-	1593	-	-	878				
HCM Lane V/C Ratio	0.031	-	-	-	-	-	-	0.002				
HCM Control Delay (s)	9	0	-	-	0	-	-	9.1				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	2	2	6	2	0	2	3	3	17	0
Future Vol, veh/h	2	2	2	2	6	2	0	2	3	3	17	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, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	2	2	2	2	7	2	0	2	3	3	18	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	4	0	0	28	20	3	22	20	8
Stage 1	-	-	-	-	-	-	7	7	-	12	12	-
Stage 2	-	-	-	-	-	-	21	13	-	10	8	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1566	-	-	1573	-	-	964	860	1061	973	860	1054
Stage 1	-	-	-	-	-	-	997	876	-	991	872	-
Stage 2	-	-	-	-	-	-	980	871	-	993	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1573	-	-	947	858	1061	966	858	1054
Mov Cap-2 Maneuver	-	-	-	-	-	-	947	858	-	966	858	-
Stage 1	-	-	-	-	-	-	996	875	-	990	871	-
Stage 2	-	-	-	-	-	-	958	870	-	987	874	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			1.5			8.7			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	969	1566	-	-	1573	-	-	873				
HCM Lane V/C Ratio	0.006	0.001	-	-	0.001	-	-	0.025				
HCM Control Delay (s)	8.7	7.3	0	-	7.3	0	-	9.2				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	6	1	1	4	4	2	22	8	0	3	0
Future Vol, veh/h	0	6	1	1	4	4	2	22	8	0	3	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, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	7	1	1	4	4	2	24	9	0	3	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	8	0	0	18	18	8	32	16	6
Stage 1	-	-	-	-	-	-	8	8	-	8	8	-
Stage 2	-	-	-	-	-	-	10	10	-	24	8	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1593	-	-	1593	-	-	989	870	1065	968	872	1068
Stage 1	-	-	-	-	-	-	1006	883	-	1006	883	-
Stage 2	-	-	-	-	-	-	1003	881	-	986	883	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1593	-	-	985	869	1065	939	871	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	869	-	939	871	-
Stage 1	-	-	-	-	-	-	1006	883	-	1006	882	-
Stage 2	-	-	-	-	-	-	998	880	-	951	883	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			9.1			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	918	1593	-	-	1593	-	-	871				
HCM Lane V/C Ratio	0.038	-	-	-	0.001	-	-	0.004				
HCM Control Delay (s)	9.1	0	-	-	7.3	0	-	9.1				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	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	1	2	2	3	4	0	1	2	1	2	2	0
Future Vol, veh/h	1	2	2	3	4	0	1	2	1	2	2	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, %	0	50	50	0	0	0	0	0	33	0	0	0
Mvmt Flow	1	2	2	3	4	0	1	2	1	2	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	4	0	0	4	0	0	16	15	3	17	16	4
Stage 1	-	-	-	-	-	-	5	5	-	10	10	-
Stage 2	-	-	-	-	-	-	11	10	-	7	6	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1631	-	-	1631	-	-	1004	883	997	1003	882	1085
Stage 1	-	-	-	-	-	-	1022	896	-	1016	891	-
Stage 2	-	-	-	-	-	-	1015	891	-	1020	895	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1631	-	-	1631	-	-	1000	880	997	998	879	1085
Mov Cap-2 Maneuver	-	-	-	-	-	-	1000	880	-	998	879	-
Stage 1	-	-	-	-	-	-	1021	895	-	1015	889	-
Stage 2	-	-	-	-	-	-	1010	889	-	1015	894	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			3.1			8.9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	936	1631	-	-	1631	-	-	935				
HCM Lane V/C Ratio	0.005	0.001	-	-	0.002	-	-	0.005				
HCM Control Delay (s)	8.9	7.2	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	3	0	6	2	1	4	0	1	2	3
Future Vol, veh/h	1	3	3	0	6	2	1	4	0	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	3	3	0	7	2	1	4	0	1	2	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	6	0	0	18	16	5	17	16	8
Stage 1	-	-	-	-	-	-	7	7	-	8	8	-
Stage 2	-	-	-	-	-	-	11	9	-	9	8	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	1628	-	-	1001	882	1084	1003	882	1080
Stage 1	-	-	-	-	-	-	1020	894	-	1019	893	-
Stage 2	-	-	-	-	-	-	1015	892	-	1017	893	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1624	-	-	1628	-	-	995	881	1084	998	881	1080
Mov Cap-2 Maneuver	-	-	-	-	-	-	995	881	-	998	881	-
Stage 1	-	-	-	-	-	-	1019	893	-	1018	893	-
Stage 2	-	-	-	-	-	-	1009	892	-	1011	892	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			9			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	902	1624	-	-	1628	-	-	992				
HCM Lane V/C Ratio	0.006	0.001	-	-	-	-	-	0.007				
HCM Control Delay (s)	9	7.2	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	3	4	3	5	0	1	2	1	2	2	0
Future Vol, veh/h	1	3	4	3	5	0	1	2	1	2	2	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, %	0	50	50	0	0	0	0	0	33	0	0	0
Mvmt Flow	1	3	4	3	5	0	1	2	1	2	2	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	7	0	0	19	18	5	20	20	5
Stage 1	-	-	-	-	-	-	7	7	-	11	11	-
Stage 2	-	-	-	-	-	-	12	11	-	9	9	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.53	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.597	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1627	-	-	1000	880	994	998	878	1084
Stage 1	-	-	-	-	-	-	1020	894	-	1015	890	-
Stage 2	-	-	-	-	-	-	1014	890	-	1017	892	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1630	-	-	1627	-	-	996	877	994	993	875	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	996	877	-	993	875	-
Stage 1	-	-	-	-	-	-	1019	893	-	1014	888	-
Stage 2	-	-	-	-	-	-	1009	888	-	1012	891	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			2.7			8.9			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	932	1630	-	-	1627	-	-	930				
HCM Lane V/C Ratio	0.005	0.001	-	-	0.002	-	-	0.005				
HCM Control Delay (s)	8.9	7.2	0	-	7.2	0	-	8.9				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	3	3	0	10	2	3	4	0	1	2	3
Future Vol, veh/h	1	3	3	0	10	2	3	4	0	1	2	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	3	3	0	11	2	3	4	0	1	2	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	6	0	0	22	20	5	21	20	12
Stage 1	-	-	-	-	-	-	7	7	-	12	12	-
Stage 2	-	-	-	-	-	-	15	13	-	9	8	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1619	-	-	1628	-	-	995	878	1084	997	878	1074
Stage 1	-	-	-	-	-	-	1020	894	-	1014	890	-
Stage 2	-	-	-	-	-	-	1010	889	-	1017	893	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1619	-	-	1628	-	-	989	877	1084	992	877	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	989	877	-	992	877	-
Stage 1	-	-	-	-	-	-	1019	893	-	1013	890	-
Stage 2	-	-	-	-	-	-	1004	889	-	1011	892	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			8.9			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	922	1619	-	-	1628	-	-	987				
HCM Lane V/C Ratio	0.008	0.001	-	-	-	-	-	0.007				
HCM Control Delay (s)	8.9	7.2	0	-	0	-	-	8.7				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

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	5	1	5	1	0	0	4	15	0	0	49	0
Future Vol, veh/h	5	1	5	1	0	0	4	15	0	0	49	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	5	1	5	1	0	0	4	16	0	0	53	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	77	77	53	80	77	16	53	0	0	16	0	0
Stage 1	53	53	-	24	24	-	-	-	-	-	-	-
Stage 2	24	24	-	56	53	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	903	806	1003	899	806	1052	1527	-	-	1576	-	-
Stage 1	950	843	-	984	867	-	-	-	-	-	-	-
Stage 2	984	867	-	946	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	901	804	1003	891	804	1052	1527	-	-	1576	-	-
Mov Cap-2 Maneuver	901	804	-	891	804	-	-	-	-	-	-	-
Stage 1	947	843	-	981	864	-	-	-	-	-	-	-
Stage 2	981	864	-	940	843	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.9		9		1.6		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1527	-	-	934	891	1576	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.013	0.001	-	-	-				
HCM Control Delay (s)	7.4	0	-	8.9	9	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	0	2	1	4	45	0	0	16	8
Future Vol, veh/h	2	1	0	0	2	1	4	45	0	0	16	8
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	1	0	0	2	1	4	49	0	0	17	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	81	79	22	79	83	49	26	0	0	49	0	0
Stage 1	22	22	-	57	57	-	-	-	-	-	-	-
Stage 2	59	57	-	22	26	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	909	813	1058	912	809	1022	1595	-	-	1564	-	-
Stage 1	999	879	-	957	849	-	-	-	-	-	-	-
Stage 2	955	849	-	999	875	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	904	811	1058	909	807	1022	1595	-	-	1564	-	-
Mov Cap-2 Maneuver	904	811	-	909	807	-	-	-	-	-	-	-
Stage 1	996	879	-	954	846	-	-	-	-	-	-	-
Stage 2	949	846	-	998	875	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.2		0.6		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1595	-	-	871	868	1564	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.004	0.004	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.1	9.2	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

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	5	1	6	1	0	0	5	26	0	0	74	0
Future Vol, veh/h	5	1	6	1	0	0	5	26	0	0	74	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	5	1	7	1	0	0	5	28	0	0	80	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	118	118	80	122	118	28	80	0	0	28	0	0
Stage 1	80	80	-	38	38	-	-	-	-	-	-	-
Stage 2	38	38	-	84	80	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	849	765	969	844	765	1036	1493	-	-	1560	-	-
Stage 1	919	821	-	967	855	-	-	-	-	-	-	-
Stage 2	967	855	-	914	821	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	847	763	969	836	763	1036	1493	-	-	1560	-	-
Mov Cap-2 Maneuver	847	763	-	836	763	-	-	-	-	-	-	-
Stage 1	916	821	-	964	852	-	-	-	-	-	-	-
Stage 2	964	852	-	907	821	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.1		9.3		1.2		0	
HCM LOS	A		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1493	-	-	895	836	1560	-
HCM Lane V/C Ratio	0.004	-	-	0.015	0.001	-	-
HCM Control Delay (s)	7.4	0	-	9.1	9.3	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	1	0	0	2	1	6	69	0	0	20	10
Future Vol, veh/h	2	1	0	0	2	1	6	69	0	0	20	10
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	1	0	0	2	1	7	75	0	0	22	11
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	119	117	28	117	122	75	33	0	0	75	0	0
Stage 1	28	28	-	89	89	-	-	-	-	-	-	-
Stage 2	91	89	-	28	33	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	859	775	1050	862	770	989	1585	-	-	1531	-	-
Stage 1	992	874	-	921	823	-	-	-	-	-	-	-
Stage 2	919	823	-	992	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	853	771	1050	858	766	989	1585	-	-	1531	-	-
Mov Cap-2 Maneuver	853	771	-	858	766	-	-	-	-	-	-	-
Stage 1	987	874	-	916	819	-	-	-	-	-	-	-
Stage 2	911	819	-	991	870	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		9.4			0.6			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1585	-	-	824	828	1531	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.004	0.004	-	-	-				
HCM Control Delay (s)	7.3	0	-	9.4	9.4	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	2	5	4	1	1	12	2	0	43	2
Future Vol, veh/h	3	1	2	5	4	1	1	12	2	0	43	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	1	2	5	4	1	1	13	2	0	47	2
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	67	65	48	66	65	14	49	0	0	15	0	0
Stage 1	48	48	-	16	16	-	-	-	-	-	-	-
Stage 2	19	17	-	50	49	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	924	824	1018	925	824	1063	1551	-	-	1596	-	-
Stage 1	963	853	-	1001	880	-	-	-	-	-	-	-
Stage 2	997	879	-	961	852	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	918	823	1018	921	823	1063	1551	-	-	1596	-	-
Mov Cap-2 Maneuver	918	823	-	921	823	-	-	-	-	-	-	-
Stage 1	962	853	-	1000	879	-	-	-	-	-	-	-
Stage 2	990	878	-	958	852	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		9.1			0.5			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1551	-	-	931	890	1596	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.012	-	-	-				
HCM Control Delay (s)	7.3	0	-	8.9	9.1	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

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	2	6	1	1	2	0	2	45	3	1	14	0
Future Vol, veh/h	2	6	1	1	2	0	2	45	3	1	14	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	7	1	1	2	0	2	49	3	1	15	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	73	73	15	76	72	51	15	0	0	52	0	0
Stage 1	17	17	-	55	55	-	-	-	-	-	-	-
Stage 2	56	56	-	21	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	923	821	1070	919	822	1023	1616	-	-	1567	-	-
Stage 1	1008	885	-	962	853	-	-	-	-	-	-	-
Stage 2	961	852	-	1003	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	919	819	1070	911	820	1023	1616	-	-	1567	-	-
Mov Cap-2 Maneuver	919	819	-	911	820	-	-	-	-	-	-	-
Stage 1	1007	884	-	961	852	-	-	-	-	-	-	-
Stage 2	958	851	-	994	884	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.2		9.3		0.3		0.5					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1616	-	-	862	848	1567	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.011	0.004	0.001	-	-				
HCM Control Delay (s)	7.2	0	-	9.2	9.3	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1	2	5	4	1	1	24	2	0	69	2
Future Vol, veh/h	3	1	2	5	4	1	1	24	2	0	69	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	3	1	2	5	4	1	1	26	2	0	75	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	108	106	76	107	106	27	77	0	0	28	0	0
Stage 1	76	76	-	29	29	-	-	-	-	-	-	-
Stage 2	32	30	-	78	77	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	869	782	982	870	782	1046	1515	-	-	1579	-	-
Stage 1	931	830	-	985	869	-	-	-	-	-	-	-
Stage 2	982	868	-	928	829	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	864	781	982	867	781	1046	1515	-	-	1579	-	-
Mov Cap-2 Maneuver	864	781	-	867	781	-	-	-	-	-	-	-
Stage 1	930	830	-	984	868	-	-	-	-	-	-	-
Stage 2	975	867	-	925	829	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.3		0.3		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1515	-	-	884	844	1579	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.013	-	-	-				
HCM Control Delay (s)	7.4	0	-	9.1	9.3	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

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	2	6	1	1	2	0	2	71	3	1	18	0
Future Vol, veh/h	2	6	1	1	2	0	2	71	3	1	18	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	7	1	1	2	0	2	77	3	1	20	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	106	106	20	109	105	79	20	0	0	80	0	0
Stage 1	22	22	-	83	83	-	-	-	-	-	-	-
Stage 2	84	84	-	26	22	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	878	788	1064	874	789	987	1609	-	-	1531	-	-
Stage 1	1002	881	-	930	830	-	-	-	-	-	-	-
Stage 2	929	829	-	997	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	874	786	1064	866	787	987	1609	-	-	1531	-	-
Mov Cap-2 Maneuver	874	786	-	866	787	-	-	-	-	-	-	-
Stage 1	1001	880	-	929	829	-	-	-	-	-	-	-
Stage 2	926	828	-	988	880	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		9.5		0.2		0.4					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1609	-	-	829	812	1531	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.012	0.004	0.001	-	-				
HCM Control Delay (s)	7.2	0	-	9.4	9.5	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

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	0	6	2	5	2	1	2	2	3	0	7	0
Future Vol, veh/h	0	6	2	5	2	1	2	2	3	0	7	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	100	50	0	0	0	0	0
Mvmt Flow	0	7	2	5	2	1	2	2	3	0	8	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	17	17	8	21	16	4	8	0	0	5	0	0
Stage 1	8	8	-	8	8	-	-	-	-	-	-	-
Stage 2	9	9	-	13	8	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.6	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.65	-	-	2.2	-	-
Pot Cap-1 Maneuver	1003	881	1080	997	882	852	1349	-	-	1630	-	-
Stage 1	1019	893	-	1019	893	-	-	-	-	-	-	-
Stage 2	1017	892	-	1013	893	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	999	880	1080	989	881	852	1349	-	-	1630	-	-
Mov Cap-2 Maneuver	999	880	-	989	881	-	-	-	-	-	-	-
Stage 1	1018	893	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	891	-	1004	893	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	8.9		8.9		2.2		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1349	-	-	923	941	1630	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.009	0.009	-	-	-				
HCM Control Delay (s)	7.7	0	-	8.9	8.9	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	5	0	5	3	0	1	4	9	0	1	0
Future Vol, veh/h	1	5	0	5	3	0	1	4	9	0	1	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	5	0	5	3	0	1	4	10	0	1	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	14	17	1	15	12	9	1	0	0	14	0	0
Stage 1	1	1	-	11	11	-	-	-	-	-	-	-
Stage 2	13	16	-	4	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1007	881	1090	1006	887	1079	1635	-	-	1617	-	-
Stage 1	1027	899	-	1015	890	-	-	-	-	-	-	-
Stage 2	1013	886	-	1024	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	1003	880	1090	1001	886	1079	1635	-	-	1617	-	-
Mov Cap-2 Maneuver	1003	880	-	1001	886	-	-	-	-	-	-	-
Stage 1	1026	899	-	1014	889	-	-	-	-	-	-	-
Stage 2	1008	885	-	1018	899	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9		8.8			0.5			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1635	-	-	898	955	1617	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.009	-	-	-				
HCM Control Delay (s)	7.2	0	-	9	8.8	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	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	0	6	2	5	2	1	2	2	3	0	9	0
Future Vol, veh/h	0	6	2	5	2	1	2	2	3	0	9	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	100	50	0	0	0	0	0
Mvmt Flow	0	7	2	5	2	1	2	2	3	0	10	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	19	19	10	23	18	4	10	0	0	5	0	0
Stage 1	10	10	-	8	8	-	-	-	-	-	-	-
Stage 2	9	9	-	15	10	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.6	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.65	-	-	2.2	-	-
Pot Cap-1 Maneuver	1000	879	1077	994	880	852	1346	-	-	1630	-	-
Stage 1	1016	891	-	1019	893	-	-	-	-	-	-	-
Stage 2	1017	892	-	1010	891	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	996	878	1077	986	879	852	1346	-	-	1630	-	-
Mov Cap-2 Maneuver	996	878	-	986	879	-	-	-	-	-	-	-
Stage 1	1015	891	-	1018	892	-	-	-	-	-	-	-
Stage 2	1012	891	-	1001	891	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	8.9		8.9			2.2			0			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1346	-	-	921	939	1630	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.009	0.009	-	-	-				
HCM Control Delay (s)	7.7	0	-	8.9	8.9	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	0	5	3	0	1	6	9	0	1	0
Future Vol, veh/h	1	5	0	5	3	0	1	6	9	0	1	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	5	0	5	3	0	1	7	10	0	1	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	17	20	1	18	15	12	1	0	0	17	0	0
Stage 1	1	1	-	14	14	-	-	-	-	-	-	-
Stage 2	16	19	-	4	1	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1003	878	1090	1001	883	1074	1635	-	-	1613	-	-
Stage 1	1027	899	-	1011	888	-	-	-	-	-	-	-
Stage 2	1009	884	-	1024	899	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	999	877	1090	996	882	1074	1635	-	-	1613	-	-
Mov Cap-2 Maneuver	999	877	-	996	882	-	-	-	-	-	-	-
Stage 1	1026	899	-	1010	887	-	-	-	-	-	-	-
Stage 2	1004	883	-	1018	899	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		8.8		0.5		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1635	-	-	895	950	1613	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.007	0.009	-	-	-				
HCM Control Delay (s)	7.2	0	-	9.1	8.8	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection	
Intersection Delay, s/veh	6.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	3	2	2	4	1	1	7	3	0	15	0
Future Vol, veh/h	0	3	2	2	4	1	1	7	3	0	15	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	100	0	25	100	0	0	0	0	0	2
Mvmt Flow	0	3	2	2	4	1	1	8	3	0	16	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.7	7	6.8	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	29%	0%
Vol Thru, %	64%	60%	57%	100%
Vol Right, %	27%	40%	14%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	5	7	15
LT Vol	1	0	2	0
Through Vol	7	3	4	15
RT Vol	3	2	1	0
Lane Flow Rate	12	5	8	16
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.006	0.008	0.018
Departure Headway (Hd)	3.79	3.715	3.925	3.933
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	948	966	914	914
Service Time	1.797	1.727	1.937	1.938
HCM Lane V/C Ratio	0.013	0.005	0.009	0.018
HCM Control Delay	6.8	6.7	7	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0	0	0.1

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	2	2	4	3	1	17	0	2	10	0
Future Vol, veh/h	2	6	2	2	4	3	1	17	0	2	10	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	0	10	0
Mvmt Flow	2	7	2	2	4	3	1	18	0	2	11	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	6.9	6.9	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	20%	22%	17%
Vol Thru, %	94%	60%	44%	83%
Vol Right, %	0%	20%	33%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	10	9	12
LT Vol	1	2	2	2
Through Vol	17	6	4	10
RT Vol	0	2	3	0
Lane Flow Rate	20	11	10	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.012	0.01	0.014
Departure Headway (Hd)	3.958	3.884	3.81	3.985
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	908	923	941	901
Service Time	1.966	1.899	1.825	1.995
HCM Lane V/C Ratio	0.022	0.012	0.011	0.014
HCM Control Delay	7.1	6.9	6.9	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0

Intersection												
Intersection Delay, s/veh	7.4											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	3	2	2	4	1	1	32	3	0	106	0
Future Vol, veh/h	0	3	2	2	4	1	1	32	3	0	106	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	100	0	25	100	0	0	0	0	0	2
Mvmt Flow	0	3	2	2	4	1	1	35	3	0	115	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7.2	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	29%	0%
Vol Thru, %	89%	60%	57%	100%
Vol Right, %	8%	40%	14%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	5	7	106
LT Vol	1	0	2	0
Through Vol	32	3	4	106
RT Vol	3	2	1	0
Lane Flow Rate	39	5	8	115
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.006	0.009	0.127
Departure Headway (Hd)	3.964	3.932	4.142	3.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	903	901	856	910
Service Time	1.991	1.997	2.206	1.965
HCM Lane V/C Ratio	0.043	0.006	0.009	0.126
HCM Control Delay	7.2	7	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.4

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	2	2	4	3	1	127	0	2	53	1
Future Vol, veh/h	2	6	2	2	4	3	1	127	0	2	53	1
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
Heavy Vehicles, %	0	0	0	0	0	33	0	0	0	0	10	0
Mvmt Flow	2	7	2	2	4	3	1	138	0	2	58	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	20%	22%	4%
Vol Thru, %	99%	60%	44%	95%
Vol Right, %	0%	20%	33%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	10	9	56
LT Vol	1	2	2	2
Through Vol	127	6	4	53
RT Vol	0	2	3	1
Lane Flow Rate	139	11	10	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.013	0.011	0.068
Departure Headway (Hd)	3.984	4.172	4.097	4.038
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	900	846	861	885
Service Time	2.006	2.258	2.184	2.073
HCM Lane V/C Ratio	0.154	0.013	0.012	0.069
HCM Control Delay	7.7	7.3	7.2	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0	0	0.2

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	15	7	1	2	7	176	3	3	234	2
Future Vol, veh/h	1	4	15	7	1	2	7	176	3	3	234	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	4	16	8	1	2	8	191	3	3	254	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	471	471	255	480	471	193	256	0	0	194	0	0
Stage 1	261	261	-	209	209	-	-	-	-	-	-	-
Stage 2	210	210	-	271	262	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	496	485	774	490	485	838	1286	-	-	1355	-	-
Stage 1	735	685	-	784	722	-	-	-	-	-	-	-
Stage 2	783	721	-	726	684	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	490	480	774	473	480	838	1286	-	-	1355	-	-
Mov Cap-2 Maneuver	490	480	-	473	480	-	-	-	-	-	-	-
Stage 1	730	683	-	779	717	-	-	-	-	-	-	-
Stage 2	774	716	-	704	682	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	10.5		12.1		0.3		0.1					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1286	-	-	672	519	1355	-	-				
HCM Lane V/C Ratio	0.006	-	-	0.032	0.021	0.002	-	-				
HCM Control Delay (s)	7.8	0	-	10.5	12.1	7.7	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	4	2	3	1	13	273	6	0	207	2
Future Vol, veh/h	6	8	4	2	3	1	13	273	6	0	207	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	17	0	0	0	0	0	8	1	17	0	5	0
Mvmt Flow	7	9	4	2	3	1	14	297	7	0	225	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	557	558	226	562	556	301	227	0	0	304	0	0
Stage 1	226	226	-	329	329	-	-	-	-	-	-	-
Stage 2	331	332	-	233	227	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	419	441	818	441	442	743	1307	-	-	1268	-	-
Stage 1	744	721	-	688	650	-	-	-	-	-	-	-
Stage 2	652	648	-	775	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	412	435	818	428	436	743	1307	-	-	1268	-	-
Mov Cap-2 Maneuver	412	435	-	428	436	-	-	-	-	-	-	-
Stage 1	734	721	-	679	642	-	-	-	-	-	-	-
Stage 2	639	640	-	762	720	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.9		12.9		0.3		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1307	-	-	476	465	1268	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.041	0.014	-	-	-				
HCM Control Delay (s)	7.8	0	-	12.9	12.9	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-				

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	15	7	1	2	7	319	3	3	773	2
Future Vol, veh/h	1	4	15	7	1	2	7	319	3	3	773	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	4	16	8	1	2	8	347	3	3	840	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1213	1213	841	1222	1213	349	842	0	0	350	0	0
Stage 1	847	847	-	365	365	-	-	-	-	-	-	-
Stage 2	366	366	-	857	848	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	156	179	359	153	179	685	777	-	-	1187	-	-
Stage 1	351	372	-	646	616	-	-	-	-	-	-	-
Stage 2	645	616	-	346	372	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	153	176	359	141	176	685	777	-	-	1187	-	-
Mov Cap-2 Maneuver	153	176	-	141	176	-	-	-	-	-	-	-
Stage 1	346	370	-	638	608	-	-	-	-	-	-	-
Stage 2	633	608	-	325	370	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.8		27.3		0.2		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	777	-	-	282	172	1187	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.077	0.063	0.003	-	-				
HCM Control Delay (s)	9.7	0	-	18.8	27.3	8	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-				

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	8	4	3	3	1	13	883	6	0	541	2
Future Vol, veh/h	6	8	4	3	3	1	13	883	6	0	541	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	17	0	0	0	0	0	8	1	17	0	5	0
Mvmt Flow	7	9	4	3	3	1	14	960	7	0	588	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1583	1584	589	1588	1582	964	590	0	0	967	0	0
Stage 1	589	589	-	992	992	-	-	-	-	-	-	-
Stage 2	994	995	-	596	590	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	110	512	88	110	312	957	-	-	720	-	-
Stage 1	469	499	-	299	326	-	-	-	-	-	-	-
Stage 2	277	325	-	494	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	77	106	512	80	106	312	957	-	-	720	-	-
Mov Cap-2 Maneuver	77	106	-	80	106	-	-	-	-	-	-	-
Stage 1	454	499	-	289	316	-	-	-	-	-	-	-
Stage 2	264	315	-	481	498	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	43.8		43.5		0.1		0					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	957	-	-	112	101	720	-	-	-	-	-	-
HCM Lane V/C Ratio	0.015	-	-	0.175	0.075	-	-	-	-	-	-	-
HCM Control Delay (s)	8.8	0	-	43.8	43.5	0	-	-	-	-	-	-
HCM Lane LOS	A	A	-	E	E	A	-	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0	-	-	-	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	4	15	7	1	2	7	319	3	3	773	2
Future Vol, veh/h	1	4	15	7	1	2	7	319	3	3	773	2
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	4	16	8	1	2	8	347	3	3	840	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1213	1213	841	1222	1213	349	842	0	0	350	0	0
Stage 1	847	847	-	365	365	-	-	-	-	-	-	-
Stage 2	366	366	-	857	848	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	156	179	359	153	176	685	777	-	-	1187	-	-
Stage 1	351	372	-	646	616	-	-	-	-	-	-	-
Stage 2	645	616	-	346	372	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	153	176	359	141	176	685	777	-	-	1187	-	-
Mov Cap-2 Maneuver	153	176	-	141	176	-	-	-	-	-	-	-
Stage 1	346	370	-	638	608	-	-	-	-	-	-	-
Stage 2	633	608	-	325	370	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	18.6			27			0.2			0		
HCM LOS	C			D								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	777	-	-	153	295	141	349	1187	-	-		
HCM Lane V/C Ratio	0.01	-	-	0.007	0.07	0.054	0.009	0.003	-	-		
HCM Control Delay (s)	9.7	0	-	28.7	18.1	32	15.4	8	0	-		
HCM Lane LOS	A	A	-	D	C	D	C	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0	0.2	0.2	0	0	-	-		

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	8	4	3	3	1	13	883	6	0	541	2
Future Vol, veh/h	6	8	4	3	3	1	13	883	6	0	541	2
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	100	-	-	100	-	-	-	-	-	-	-	-
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, %	17	0	0	0	0	0	8	1	17	0	5	0
Mvmt Flow	7	9	4	3	3	1	14	960	7	0	588	2
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1583	1584	589	1588	1582	964	590	0	0	967	0	0
Stage 1	589	589	-	992	992	-	-	-	-	-	-	-
Stage 2	994	995	-	596	590	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	110	512	88	110	312	957	-	-	720	-	-
Stage 1	469	499	-	299	326	-	-	-	-	-	-	-
Stage 2	277	325	-	494	498	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	77	106	512	80	106	312	957	-	-	720	-	-
Mov Cap-2 Maneuver	77	106	-	80	106	-	-	-	-	-	-	-
Stage 1	454	499	-	289	316	-	-	-	-	-	-	-
Stage 2	264	315	-	481	498	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	40.3			41.8			0.1			0		
HCM LOS	E			E								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	957	-	-	77	144	80	127	720	-	-		
HCM Lane V/C Ratio	0.015	-	-	0.085	0.091	0.041	0.034	-	-	-		
HCM Control Delay (s)	8.8	0	-	56	32.5	51.9	34.3	0	-	-		
HCM Lane LOS	A	A	-	F	D	F	D	A	-	-		
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0.1	0.1	0	-	-		

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	17	0	0	8	0	1	0	0	0	1	1
Future Vol, veh/h	1	17	0	0	8	0	1	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	1	18	0	0	9	0	1	0	0	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	18	0	0	30	29	18	29	29	9
Stage 1	-	-	-	-	-	-	20	20	-	9	9	-
Stage 2	-	-	-	-	-	-	10	9	-	20	20	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.24	6.64	6.34	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.24	5.64	-
Follow-up Hdwy	2.326	-	-	2.326	-	-	3.626	4.126	3.426	3.626	4.126	3.426
Pot Cap-1 Maneuver	1536	-	-	1524	-	-	949	841	1027	950	841	1039
Stage 1	-	-	-	-	-	-	969	855	-	982	865	-
Stage 2	-	-	-	-	-	-	981	865	-	969	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1524	-	-	946	840	1027	949	840	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	840	-	949	840	-
Stage 1	-	-	-	-	-	-	968	854	-	981	865	-
Stage 2	-	-	-	-	-	-	979	865	-	968	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	946	1536	-	-	1524	-	-	929				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.002				
HCM Control Delay (s)	8.8	7.3	0	-	0	-	-	8.9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	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	1	18	1	0	29	0	0	1	0	0	0	1
Future Vol, veh/h	1	18	1	0	29	0	0	1	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	20	1	0	32	0	0	1	0	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	21	0	0	56	55	21	55	55	32
Stage 1	-	-	-	-	-	-	23	23	-	32	32	-
Stage 2	-	-	-	-	-	-	33	32	-	23	23	-
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	1580	-	-	1595	-	-	941	836	1056	943	836	1042
Stage 1	-	-	-	-	-	-	995	876	-	984	868	-
Stage 2	-	-	-	-	-	-	983	868	-	995	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1595	-	-	939	835	1056	941	835	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	835	-	941	835	-
Stage 1	-	-	-	-	-	-	994	875	-	983	868	-
Stage 2	-	-	-	-	-	-	982	868	-	993	875	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			9.3			8.5		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	835	1580	-	-	1595	-	-	1042				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.001				
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	17	0	0	8	0	1	0	0	0	1	1
Future Vol, veh/h	1	17	0	0	8	0	1	0	0	0	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	1	18	0	0	9	0	1	0	0	0	1	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	18	0	0	30	29	18	29	29	9
Stage 1	-	-	-	-	-	-	20	20	-	9	9	-
Stage 2	-	-	-	-	-	-	10	9	-	20	20	-
Critical Hdwy	4.24	-	-	4.24	-	-	7.24	6.64	6.34	7.24	6.64	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.24	5.64	-	6.24	5.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.24	5.64	-	6.24	5.64	-
Follow-up Hdwy	2.326	-	-	2.326	-	-	3.626	4.126	3.426	3.626	4.126	3.426
Pot Cap-1 Maneuver	1536	-	-	1524	-	-	949	841	1027	950	841	1039
Stage 1	-	-	-	-	-	-	969	855	-	982	865	-
Stage 2	-	-	-	-	-	-	981	865	-	969	855	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1536	-	-	1524	-	-	946	840	1027	949	840	1039
Mov Cap-2 Maneuver	-	-	-	-	-	-	946	840	-	949	840	-
Stage 1	-	-	-	-	-	-	968	854	-	981	865	-
Stage 2	-	-	-	-	-	-	979	865	-	968	854	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			8.8			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	946	1536	-	-	1524	-	-	929				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.002				
HCM Control Delay (s)	8.8	7.3	0	-	0	-	-	8.9				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	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	1	18	1	0	29	0	0	1	0	0	0	1
Future Vol, veh/h	1	18	1	0	29	0	0	1	0	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	20	1	0	32	0	0	1	0	0	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	32	0	0	21	0	0	56	55	21	55	55	32
Stage 1	-	-	-	-	-	-	23	23	-	32	32	-
Stage 2	-	-	-	-	-	-	33	32	-	23	23	-
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	1580	-	-	1595	-	-	941	836	1056	943	836	1042
Stage 1	-	-	-	-	-	-	995	876	-	984	868	-
Stage 2	-	-	-	-	-	-	983	868	-	995	876	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1580	-	-	1595	-	-	939	835	1056	941	835	1042
Mov Cap-2 Maneuver	-	-	-	-	-	-	939	835	-	941	835	-
Stage 1	-	-	-	-	-	-	994	875	-	983	868	-
Stage 2	-	-	-	-	-	-	982	868	-	993	875	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			9.3			8.5		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	835	1580	-	-	1595	-	-	1042				
HCM Lane V/C Ratio	0.001	0.001	-	-	-	-	-	0.001				
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	8.5				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	8	0	3	1
Future Vol, veh/h	0	8	8	0	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	67	100
Mvmt Flow	0	9	9	0	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	9	0	-	0	18	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.1	-	-	-	7.07	7.2
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.2	-	-	-	4.103	4.2
Pot Cap-1 Maneuver	1624	-	-	-	856	846
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	856	846
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	869	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	853	
HCM Lane V/C Ratio	-	-	-	-	0.005	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	16	13	0	0	3
Future Vol, veh/h	2	16	13	0	0	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, %	0	6	8	0	0	2
Mvmt Flow	2	17	14	0	0	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	14	0	35
Stage 1	-	-	14
Stage 2	-	-	21
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1617	-	983
Stage 1	-	-	1014
Stage 2	-	-	1007
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1617	-	982
Mov Cap-2 Maneuver	-	-	982
Stage 1	-	-	1013
Stage 2	-	-	1007

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1617	-	-	-	1066
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.2	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	8	8	0	3	1
Future Vol, veh/h	0	8	8	0	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	67	100
Mvmt Flow	0	9	9	0	3	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	9	0	-	0	18	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	4.1	-	-	-	7.07	7.2
Critical Hdwy Stg 1	-	-	-	-	6.07	-
Critical Hdwy Stg 2	-	-	-	-	6.07	-
Follow-up Hdwy	2.2	-	-	-	4.103	4.2
Pot Cap-1 Maneuver	1624	-	-	-	856	846
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	856	846
Mov Cap-2 Maneuver	-	-	-	-	856	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	869	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1624	-	-	-	853	
HCM Lane V/C Ratio	-	-	-	-	0.005	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	16	13	0	0	3
Future Vol, veh/h	2	16	13	0	0	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, %	0	6	8	0	0	2
Mvmt Flow	2	17	14	0	0	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	14	0	-	0	35	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1617	-	-	-	983	1066
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1617	-	-	-	982	1066
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.8	0		8.4		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1617	-	-	-	-	1066
HCM Lane V/C Ratio	0.001	-	-	-	-	0.003
HCM Control Delay (s)	7.2	0	-	-	-	8.4
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	0

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	1	4	2	0
Future Vol, veh/h	6	0	1	4	2	0
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, %	0	0	100	25	50	2
Mvmt Flow	7	0	1	4	2	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	13	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	5.1	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	3.1	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1153	-	895	1075
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	894	1075
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	904	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	894	-	-	1153	-	
HCM Lane V/C Ratio	0.002	-	-	0.001	-	
HCM Control Delay (s)	9	-	-	8.1	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	2	0	13	0	0
Future Vol, veh/h	13	2	0	13	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	14	2	0	14	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	29	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1615	-	991	1070
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	991	1070
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1615	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	1	4	2	0
Future Vol, veh/h	6	0	1	4	2	0
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, %	0	0	100	25	50	2
Mvmt Flow	7	0	1	4	2	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	13	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	5.1	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	3.1	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1153	-	895	1075
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	905	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1153	-	894	1075
Mov Cap-2 Maneuver	-	-	-	-	894	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	904	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.6		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	894	-	-	1153	-	
HCM Lane V/C Ratio	0.002	-	-	0.001	-	
HCM Control Delay (s)	9	-	-	8.1	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	2	0	13	0	0
Future Vol, veh/h	13	2	0	13	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	14	2	0	14	0	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	16	0	29	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	14	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1615	-	991	1070
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	991	1070
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	1014	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		0	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	-	-	-	1615	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	4	1	2	7	0	2	0	3	0	1	0
Future Vol, veh/h	1	4	1	2	7	0	2	0	3	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	100	0	0	0	0	0	50	0	0	0	0	2
Mvmt Flow	1	4	1	2	8	0	2	0	3	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	5	0	0	20	19	5	20	19	8
Stage 1	-	-	-	-	-	-	7	7	-	12	12	-
Stage 2	-	-	-	-	-	-	13	12	-	8	7	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.6	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.95	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1152	-	-	1630	-	-	883	879	1084	998	879	1074
Stage 1	-	-	-	-	-	-	903	894	-	1014	890	-
Stage 2	-	-	-	-	-	-	896	890	-	1019	894	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1152	-	-	1630	-	-	881	877	1084	993	877	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	877	-	993	877	-
Stage 1	-	-	-	-	-	-	902	893	-	1013	889	-
Stage 2	-	-	-	-	-	-	894	889	-	1015	893	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1.6			8.6			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	993	1152	-	-	1630	-	-	877				
HCM Lane V/C Ratio	0.005	0.001	-	-	0.001	-	-	0.001				
HCM Control Delay (s)	8.6	8.1	0	-	7.2	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	3	3	6	0	4	2	7	0	0	2
Future Vol, veh/h	0	7	3	3	6	0	4	2	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	50	0	0	0	2
Mvmt Flow	0	8	3	3	7	0	4	2	8	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	11	0	0	24	23	10	28	24	7
Stage 1	-	-	-	-	-	-	10	10	-	13	13	-
Stage 2	-	-	-	-	-	-	14	13	-	15	11	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.45	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1627	-	-	1621	-	-	993	785	1077	987	873	1075
Stage 1	-	-	-	-	-	-	1016	801	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	798	-	1010	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1627	-	-	1621	-	-	989	783	1077	976	871	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	989	783	-	976	871	-
Stage 1	-	-	-	-	-	-	1016	801	-	1013	887	-
Stage 2	-	-	-	-	-	-	1007	796	-	1000	890	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			8.7			8.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	992	1627	-	-	1621	-	-	1075				
HCM Lane V/C Ratio	0.014	-	-	-	0.002	-	-	0.002				
HCM Control Delay (s)	8.7	0	-	-	7.2	0	-	8.4				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	4	1	2	7	0	2	0	3	0	1	0
Future Vol, veh/h	1	4	1	2	7	0	2	0	3	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	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, %	100	0	0	0	0	0	50	0	0	0	0	2
Mvmt Flow	1	4	1	2	8	0	2	0	3	0	1	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	8	0	0	5	0	0	20	19	5	20	19	8
Stage 1	-	-	-	-	-	-	7	7	-	12	12	-
Stage 2	-	-	-	-	-	-	13	12	-	8	7	-
Critical Hdwy	5.1	-	-	4.1	-	-	7.6	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.5	-	6.1	5.5	-
Follow-up Hdwy	3.1	-	-	2.2	-	-	3.95	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1152	-	-	1630	-	-	883	879	1084	998	879	1074
Stage 1	-	-	-	-	-	-	903	894	-	1014	890	-
Stage 2	-	-	-	-	-	-	896	890	-	1019	894	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1152	-	-	1630	-	-	881	877	1084	993	877	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	881	877	-	993	877	-
Stage 1	-	-	-	-	-	-	902	893	-	1013	889	-
Stage 2	-	-	-	-	-	-	894	889	-	1015	893	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			1.6			8.6			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	993	1152	-	-	1630	-	-	877				
HCM Lane V/C Ratio	0.005	0.001	-	-	0.001	-	-	0.001				
HCM Control Delay (s)	8.6	8.1	0	-	7.2	0	-	9.1				
HCM Lane LOS	A	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	3	3	6	0	4	2	7	0	0	2
Future Vol, veh/h	0	7	3	3	6	0	4	2	7	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	50	0	0	0	2
Mvmt Flow	0	8	3	3	7	0	4	2	8	0	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	7	0	0	11	0	0	24	23	10	28	24	7
Stage 1	-	-	-	-	-	-	10	10	-	13	13	-
Stage 2	-	-	-	-	-	-	14	13	-	15	11	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	7	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.45	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1627	-	-	1621	-	-	993	785	1077	987	873	1075
Stage 1	-	-	-	-	-	-	1016	801	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	798	-	1010	890	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1627	-	-	1621	-	-	989	783	1077	976	871	1075
Mov Cap-2 Maneuver	-	-	-	-	-	-	989	783	-	976	871	-
Stage 1	-	-	-	-	-	-	1016	801	-	1013	887	-
Stage 2	-	-	-	-	-	-	1007	796	-	1000	890	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.4			8.7			8.4		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	992	1627	-	-	1621	-	-	1075				
HCM Lane V/C Ratio	0.014	-	-	-	0.002	-	-	0.002				
HCM Control Delay (s)	8.7	0	-	-	7.2	0	-	8.4				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	11	0	0	10	2	2	5	1	0	16	8
Future Vol, veh/h	4	11	0	0	10	2	2	5	1	0	16	8
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	4	12	0	0	11	2	2	5	1	0	17	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	12	0	0	45	33	12	35	32	12
Stage 1	-	-	-	-	-	-	20	20	-	12	12	-
Stage 2	-	-	-	-	-	-	25	13	-	23	20	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1586	-	-	1587	-	-	949	854	1060	964	855	1060
Stage 1	-	-	-	-	-	-	991	873	-	1001	880	-
Stage 2	-	-	-	-	-	-	985	879	-	987	873	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1586	-	-	1587	-	-	924	851	1060	956	852	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	924	851	-	956	852	-
Stage 1	-	-	-	-	-	-	988	870	-	998	880	-
Stage 2	-	-	-	-	-	-	958	879	-	977	870	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			9.1			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	891	1586	-	-	1587	-	-	912				
HCM Lane V/C Ratio	0.01	0.003	-	-	-	-	-	0.029				
HCM Control Delay (s)	9.1	7.3	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	13	3	0	20	6	0	14	0	1	6	2
Future Vol, veh/h	8	13	3	0	20	6	0	14	0	1	6	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	14	3	0	22	7	0	15	0	1	7	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	17	0	0	64	63	16	67	61	26
Stage 1	-	-	-	-	-	-	34	34	-	26	26	-
Stage 2	-	-	-	-	-	-	30	29	-	41	35	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1597	-	-	1613	-	-	935	832	1069	931	834	1056
Stage 1	-	-	-	-	-	-	987	871	-	997	878	-
Stage 2	-	-	-	-	-	-	992	875	-	979	870	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1613	-	-	923	827	1069	913	829	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	923	827	-	913	829	-
Stage 1	-	-	-	-	-	-	981	866	-	991	878	-
Stage 2	-	-	-	-	-	-	983	875	-	956	865	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.4			0			9.4			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	827	1597	-	-	1613	-	-	880				
HCM Lane V/C Ratio	0.018	0.005	-	-	-	-	-	0.011				
HCM Control Delay (s)	9.4	7.3	0	-	0	-	-	9.1				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	8	0	10	2	6	6	1	0	32	8
Future Vol, veh/h	4	11	8	0	10	2	6	6	1	0	32	8
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	4	12	9	0	11	2	7	7	1	0	35	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	13	0	0	21	0	0	59	38	17	41	41	12
Stage 1	-	-	-	-	-	-	25	25	-	12	12	-
Stage 2	-	-	-	-	-	-	34	13	-	29	29	-
Critical Hdwy	4.15	-	-	4.15	-	-	7.15	6.55	6.25	7.15	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.15	5.55	-
Follow-up Hdwy	2.245	-	-	2.245	-	-	3.545	4.045	3.345	3.545	4.045	3.345
Pot Cap-1 Maneuver	1586	-	-	1575	-	-	930	848	1053	955	845	1060
Stage 1	-	-	-	-	-	-	985	868	-	1001	880	-
Stage 2	-	-	-	-	-	-	974	879	-	980	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1586	-	-	1575	-	-	891	845	1053	946	842	1060
Mov Cap-2 Maneuver	-	-	-	-	-	-	891	845	-	946	842	-
Stage 1	-	-	-	-	-	-	982	865	-	998	880	-
Stage 2	-	-	-	-	-	-	928	879	-	969	862	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			9.2			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	879	1586	-	-	1575	-	-	878				
HCM Lane V/C Ratio	0.016	0.003	-	-	-	-	-	0.05				
HCM Control Delay (s)	9.2	7.3	0	-	0	-	-	9.3				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	13	9	0	20	6	11	30	0	1	9	2
Future Vol, veh/h	8	13	9	0	20	6	11	30	0	1	9	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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	14	10	0	22	7	12	33	0	1	10	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	24	0	0	69	66	19	80	68	26
Stage 1	-	-	-	-	-	-	37	37	-	26	26	-
Stage 2	-	-	-	-	-	-	32	29	-	54	42	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1597	-	-	1604	-	-	928	829	1065	913	826	1056
Stage 1	-	-	-	-	-	-	984	868	-	997	878	-
Stage 2	-	-	-	-	-	-	990	875	-	963	864	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1604	-	-	913	824	1065	881	821	1056
Mov Cap-2 Maneuver	-	-	-	-	-	-	913	824	-	881	821	-
Stage 1	-	-	-	-	-	-	978	863	-	991	878	-
Stage 2	-	-	-	-	-	-	977	875	-	921	859	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			9.5			9.3		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	846	1597	-	-	1604	-	-	858				
HCM Lane V/C Ratio	0.053	0.005	-	-	-	-	-	0.015				
HCM Control Delay (s)	9.5	7.3	0	-	0	-	-	9.3				
HCM Lane LOS	A	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0				

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	334	328	0	4	12
Future Vol, veh/h	3	334	328	0	4	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, %	6	6	6	6	6	6
Mvmt Flow	3	363	357	0	4	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	357	0	-	0	726	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	369	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1180	-	-	-	386	678
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1180	-	-	-	385	678
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	697	-
Stage 2	-	-	-	-	691	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1180	-	-	-	570	
HCM Lane V/C Ratio	0.003	-	-	-	0.031	
HCM Control Delay (s)	8.1	0	-	-	11.5	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	445	350	4	3	2
Future Vol, veh/h	10	445	350	4	3	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	484	380	4	3	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	384	0	-	0	888	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	506	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1169	-	-	-	313	663
Stage 1	-	-	-	-	688	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1169	-	-	-	309	663
Mov Cap-2 Maneuver	-	-	-	-	309	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	603	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		14.3		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1169	-	-	-	393	
HCM Lane V/C Ratio	0.009	-	-	-	0.014	
HCM Control Delay (s)	8.1	0	-	-	14.3	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	504	398	5	28	12
Future Vol, veh/h	3	504	398	5	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, %	6	6	6	6	6	6
Mvmt Flow	3	548	433	5	30	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	438	0	-	0	990	436
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1101	-	-	-	269	612
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1101	-	-	-	268	612
Mov Cap-2 Maneuver	-	-	-	-	268	-
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	568	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		17.9		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1101	-	-	-	322	
HCM Lane V/C Ratio	0.003	-	-	-	0.135	
HCM Control Delay (s)	8.3	0	-	-	17.9	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	566	527	31	9	2
Future Vol, veh/h	10	566	527	31	9	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	615	573	34	10	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	607	0	-	0	1227	590
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	637	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	966	-	-	-	196	506
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	966	-	-	-	193	506
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	525	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		22.6		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	966	-	-	-	217	
HCM Lane V/C Ratio	0.011	-	-	-	0.055	
HCM Control Delay (s)	8.8	0	-	-	22.6	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

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	2	272	17	27	313	0	26	0	24	2	4	1
Future Vol, veh/h	2	272	17	27	313	0	26	0	24	2	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	2	296	18	29	340	0	28	0	26	2	4	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	314	0	0	710	707	305	720	716	340
Stage 1	-	-	-	-	-	-	309	309	-	398	398	-
Stage 2	-	-	-	-	-	-	401	398	-	322	318	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1197	-	-	1224	-	-	343	355	726	338	351	693
Stage 1	-	-	-	-	-	-	693	652	-	620	596	-
Stage 2	-	-	-	-	-	-	618	596	-	682	646	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1197	-	-	1224	-	-	331	344	726	318	340	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	344	-	318	340	-
Stage 1	-	-	-	-	-	-	692	651	-	619	579	-
Stage 2	-	-	-	-	-	-	595	579	-	656	645	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			14.1			15.2		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	448	1197	-	-	1224	-	-	359				
HCM Lane V/C Ratio	0.121	0.002	-	-	0.024	-	-	0.021				
HCM Control Delay (s)	14.1	8	0	-	8	0	-	15.2				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1				

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	385	25	30	360	0	25	10	34	0	2	4
Future Vol, veh/h	5	385	25	30	360	0	25	10	34	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	418	27	33	391	0	27	11	37	0	2	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	391	0	0	445	0	0	902	899	432	923	912	391
Stage 1	-	-	-	-	-	-	442	442	-	457	457	-
Stage 2	-	-	-	-	-	-	460	457	-	466	455	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1157	-	-	1105	-	-	257	277	619	248	272	653
Stage 1	-	-	-	-	-	-	591	573	-	580	564	-
Stage 2	-	-	-	-	-	-	577	564	-	573	565	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1157	-	-	1105	-	-	245	265	619	218	260	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	265	-	218	260	-
Stage 1	-	-	-	-	-	-	587	570	-	577	543	-
Stage 2	-	-	-	-	-	-	549	543	-	525	562	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			17.9			13.4		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	354	1157	-	-	1105	-	-	434				
HCM Lane V/C Ratio	0.212	0.005	-	-	0.03	-	-	0.015				
HCM Control Delay (s)	17.9	8.1	0	-	8.4	0	-	13.4				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.8	0	-	-	0.1	-	-	0				

Intersection												
Int Delay, s/veh	240.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	436	47	347	377	0	37	0	723	2	4	1
Future Vol, veh/h	2	436	47	347	377	0	37	0	723	2	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	2	474	51	377	410	0	40	0	786	2	4	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	410	0	0	525	0	0	1671	1668	500	2061	1693	410
Stage 1	-	-	-	-	-	-	504	504	-	1164	1164	-
Stage 2	-	-	-	-	-	-	1167	1164	-	897	529	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1128	-	-	1022	-	-	75	94	~ 563	39	91	633
Stage 1	-	-	-	-	-	-	543	534	-	233	264	-
Stage 2	-	-	-	-	-	-	232	264	-	329	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1128	-	-	1022	-	-	44	49	~ 563	-	47	633
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	49	-	-	47	-
Stage 1	-	-	-	-	-	-	541	532	-	232	138	-
Stage 2	-	-	-	-	-	-	117	138	-	-	519	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5.1			\$ 620.7					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	358	1128	-	-	1022	-	-	-				
HCM Lane V/C Ratio	2.308	0.002	-	-	0.369	-	-	-				
HCM Control Delay (s)	\$ 620.7	8.2	0	-	10.6	0	-	-				
HCM Lane LOS	F	A	A	-	B	A	-	-				
HCM 95th %tile Q(veh)	63.4	0	-	-	1.7	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	341.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	492	48	460	550	0	39	10	227	0	2	4
Future Vol, veh/h	5	492	48	460	550	0	39	10	227	0	2	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	5	535	52	500	598	0	42	11	247	0	2	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	587	0	0	2172	2169	561	2298	2195	598
Stage 1	-	-	-	-	-	-	571	571	-	1598	1598	-
Stage 2	-	-	-	-	-	-	1601	1598	-	700	597	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	969	-	-	978	-	-	~ 33	46	523	27	45	499
Stage 1	-	-	-	-	-	-	502	502	-	132	164	-
Stage 2	-	-	-	-	-	-	132	164	-	427	488	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	969	-	-	978	-	-	~ 10	11	523	0	10	499
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 10	11	-	0	10	-
Stage 1	-	-	-	-	-	-	498	498	-	131	39	-
Stage 2	-	-	-	-	-	-	~ 29	39	-	219	484	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			5.7			\$ 2249.6			162		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	53	969	-	-	978	-	-	29				
HCM Lane V/C Ratio	5.66	0.006	-	-	0.511	-	-	0.225				
HCM Control Delay (s)	\$ 2249.6	8.7	0	-	12.5	0	-	162				
HCM Lane LOS	F	A	A	-	B	A	-	F				
HCM 95th %tile Q(veh)	34.2	0	-	-	3	-	-	0.7				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary
218: CR 650 E & SR 32 /SR 32

Future AM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	436	47	347	377	0	37	0	723	2	4	1
Future Volume (veh/h)	2	436	47	347	377	0	37	0	723	2	4	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	2	474	51	377	410	0	40	0	786	2	4	1
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	54	538	58	433	1196	0	370	0	680	112	186	38
Arrive On Green	0.34	0.34	0.34	0.25	0.66	0.00	0.19	0.00	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1	1605	172	1725	1811	0	1372	0	1535	225	966	199
Grp Volume(v), veh/h	527	0	0	377	410	0	40	0	786	7	0	0
Grp Sat Flow(s),veh/h/ln	1779	0	0	1725	1811	0	1372	0	1535	1390	0	0
Q Serve(g_s), s	0.6	0.0	0.0	14.2	6.7	0.0	1.4	0.0	13.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.9	0.0	0.0	14.2	6.7	0.0	1.6	0.0	13.0	0.2	0.0	0.0
Prop In Lane	0.00		0.10	1.00		0.00	1.00		1.00	0.29		0.14
Lane Grp Cap(c), veh/h	650	0	0	433	1196	0	370	0	680	335	0	0
V/C Ratio(X)	0.81	0.00	0.00	0.87	0.34	0.00	0.11	0.00	1.16	0.02	0.00	0.00
Avail Cap(c_a), veh/h	763	0	0	637	1525	0	370	0	680	335	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(l)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	24.3	5.1	0.0	22.7	0.0	18.8	22.2	0.0	0.0
Incr Delay (d2), s/veh	5.7	0.0	0.0	8.8	0.2	0.0	0.1	0.0	86.1	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	0.0	6.4	1.9	0.0	0.5	0.0	25.5	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.0	0.0	0.0	33.0	5.2	0.0	22.8	0.0	104.9	22.2	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	C	A	F	C	A	A
Approach Vol, veh/h		527			787			826			7	
Approach Delay, s/veh		27.0			18.6			100.9			22.2	
Approach LOS		C			B			F			C	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		18.0	22.0	27.7		18.0		49.7				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		13.0	25.0	27.0		13.0		57.0				
Max Q Clear Time (g_c+I1), s		15.0	16.2	20.9		2.2		8.7				
Green Ext Time (p_c), s		0.0	0.8	1.8		0.0		2.9				
Intersection Summary												
HCM 6th Ctrl Delay				52.3								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
218: CR 650 E & SR 32 /SR 32

Future PM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	492	48	460	550	0	39	10	227	0	2	4
Future Volume (veh/h)	5	492	48	460	550	0	39	10	227	0	2	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	5	535	52	500	598	0	42	11	247	0	2	4
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	48	574	55	534	1321	0	253	57	715	0	84	169
Arrive On Green	0.35	0.35	0.35	0.30	0.72	0.00	0.15	0.15	0.15	0.00	0.15	0.15
Sat Flow, veh/h	4	1644	159	1753	1841	0	1108	371	1560	0	548	1096
Grp Volume(v), veh/h	592	0	0	500	598	0	53	0	247	0	0	6
Grp Sat Flow(s),veh/h/ln	1807	0	0	1753	1841	0	1479	0	1560	0	0	1644
Q Serve(g_s), s	4.7	0.0	0.0	21.6	10.6	0.0	1.8	0.0	7.9	0.0	0.0	0.2
Cycle Q Clear(g_c), s	24.7	0.0	0.0	21.6	10.6	0.0	2.3	0.0	7.9	0.0	0.0	0.2
Prop In Lane	0.01		0.09	1.00		0.00	0.79		1.00	0.00		0.67
Lane Grp Cap(c), veh/h	678	0	0	534	1321	0	310	0	715	0	0	253
V/C Ratio(X)	0.87	0.00	0.00	0.94	0.45	0.00	0.17	0.00	0.35	0.00	0.00	0.02
Avail Cap(c_a), veh/h	696	0	0	540	1347	0	329	0	735	0	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.5	0.0	0.0	26.4	4.6	0.0	28.8	0.0	13.6	0.0	0.0	28.0
Incr Delay (d2), s/veh	11.6	0.0	0.0	24.0	0.2	0.0	0.3	0.0	0.3	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	0.0	0.0	12.1	2.9	0.0	0.9	0.0	2.6	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	0.0	50.4	4.8	0.0	29.1	0.0	13.9	0.0	0.0	28.0
LnGrp LOS	D	A	A	D	A	A	C	A	B	A	A	C
Approach Vol, veh/h		592			1098			300			6	
Approach Delay, s/veh		36.1			25.6			16.6			28.0	
Approach LOS		D			C			B			C	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		17.0	28.7	32.2		17.0		60.9				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		13.0	24.0	28.0		13.0		57.0				
Max Q Clear Time (g_c+I1), s		9.9	23.6	26.7		2.2		12.6				
Green Ext Time (p_c), s		0.3	0.1	0.5		0.0		4.7				
Intersection Summary												
HCM 6th Ctrl Delay			27.4									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	342	0	0	358	0	1	0	3	2	0	3
Future Vol, veh/h	1	342	0	0	358	0	1	0	3	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	372	0	0	389	0	1	0	3	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	389	0	0	372	0	0	765	763	372	765	763	389
Stage 1	-	-	-	-	-	-	374	374	-	389	389	-
Stage 2	-	-	-	-	-	-	391	389	-	376	374	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1148	-	-	1165	-	-	315	330	665	315	330	651
Stage 1	-	-	-	-	-	-	639	611	-	627	601	-
Stage 2	-	-	-	-	-	-	625	601	-	637	611	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	1165	-	-	313	330	665	313	330	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	330	-	313	330	-
Stage 1	-	-	-	-	-	-	638	610	-	626	601	-
Stage 2	-	-	-	-	-	-	622	601	-	633	610	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			12			13		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	519	1148	-	-	1165	-	-	455				
HCM Lane V/C Ratio	0.008	0.001	-	-	-	-	-	0.012				
HCM Control Delay (s)	12	8.1	0	-	0	-	-	13				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	469	0	4	414	6	0	1	2	2	1	2
Future Vol, veh/h	2	469	0	4	414	6	0	1	2	2	1	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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	510	0	4	450	7	0	1	2	2	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	510	0	0	977	979	510	978	976	454
Stage 1	-	-	-	-	-	-	514	514	-	462	462	-
Stage 2	-	-	-	-	-	-	463	465	-	516	514	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1099	-	-	1050	-	-	229	249	561	229	250	604
Stage 1	-	-	-	-	-	-	541	534	-	578	563	-
Stage 2	-	-	-	-	-	-	577	561	-	540	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1050	-	-	226	247	561	226	248	604
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	247	-	226	248	-
Stage 1	-	-	-	-	-	-	539	532	-	576	560	-
Stage 2	-	-	-	-	-	-	571	558	-	535	532	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			14.2			16.9		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	394	1099	-	-	1050	-	-	309				
HCM Lane V/C Ratio	0.008	0.002	-	-	0.004	-	-	0.018				
HCM Control Delay (s)	14.2	8.3	0	-	8.4	0	-	16.9				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1204	1	0	735	0	8	0	26	2	0	3
Future Vol, veh/h	1	1204	1	0	735	0	8	0	26	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	1309	1	0	799	0	9	0	28	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	799	0	0	1310	0	0	2113	2111	1310	2125	2111	799
Stage 1	-	-	-	-	-	-	1312	1312	-	799	799	-
Stage 2	-	-	-	-	-	-	801	799	-	1326	1312	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	806	-	-	515	-	-	36	50	190	35	50	379
Stage 1	-	-	-	-	-	-	191	224	-	373	392	-
Stage 2	-	-	-	-	-	-	372	392	-	188	224	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	806	-	-	515	-	-	36	50	190	30	50	379
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	50	-	30	50	-
Stage 1	-	-	-	-	-	-	190	223	-	371	392	-
Stage 2	-	-	-	-	-	-	369	392	-	159	223	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			65.2			63.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	95	806	-	-	515	-	-	67				
HCM Lane V/C Ratio	0.389	0.001	-	-	-	-	-	0.081				
HCM Control Delay (s)	65.2	9.5	0	-	0	-	-	63.4				
HCM Lane LOS	F	A	A	-	A	-	-	F				
HCM 95th %tile Q(veh)	1.6	0	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	765	4	97	1030	6	4	1	23	2	1	2
Future Vol, veh/h	2	765	4	97	1030	6	4	1	23	2	1	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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	832	4	105	1120	7	4	1	25	2	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	836	0	0	2173	2175	834	2185	2174	1124
Stage 1	-	-	-	-	-	-	838	838	-	1334	1334	-
Stage 2	-	-	-	-	-	-	1335	1337	-	851	840	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	616	-	-	793	-	-	33	46	367	33	46	249
Stage 1	-	-	-	-	-	-	359	380	-	189	222	-
Stage 2	-	-	-	-	-	-	188	221	-	353	379	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	616	-	-	793	-	-	23	30	367	22	30	249
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	30	-	22	30	-
Stage 1	-	-	-	-	-	-	357	378	-	188	143	-
Stage 2	-	-	-	-	-	-	119	143	-	326	377	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			53.3			114.9		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	104	616	-	-	793	-	-	38				
HCM Lane V/C Ratio	0.293	0.004	-	-	0.133	-	-	0.143				
HCM Control Delay (s)	53.3	10.9	0	-	10.2	0	-	114.9				
HCM Lane LOS	F	B	A	-	B	A	-	F				
HCM 95th %tile Q(veh)	1.1	0	-	-	0.5	-	-	0.5				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	1	1204	1	0	735	0	8	0	26	2	0	3
Future Vol, veh/h	1	1204	1	0	735	0	8	0	26	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	1309	1	0	799	0	9	0	28	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	799	0	0	1310	0	0	2113	2111	1310	2125	2111	799
Stage 1	-	-	-	-	-	-	1312	1312	-	799	799	-
Stage 2	-	-	-	-	-	-	801	799	-	1326	1312	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	806	-	-	515	-	-	36	50	190	35	50	379
Stage 1	-	-	-	-	-	-	191	224	-	373	392	-
Stage 2	-	-	-	-	-	-	372	392	-	188	224	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	806	-	-	515	-	-	36	50	190	30	50	379
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	50	-	30	50	-
Stage 1	-	-	-	-	-	-	190	223	-	371	392	-
Stage 2	-	-	-	-	-	-	369	392	-	159	223	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			52.4			62.4		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	36	190	806	-	-	515	-	-	30	379		
HCM Lane V/C Ratio	0.242	0.149	0.001	-	-	-	-	-	0.072	0.009		
HCM Control Delay (s)	134.3	27.2	9.5	0	-	0	-	-	134.2	14.6		
HCM Lane LOS	F	D	A	A	-	A	-	-	F	B		
HCM 95th %tile Q(veh)	0.8	0.5	0	-	-	0	-	-	0.2	0		

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	2	765	4	97	1030	6	4	1	23	2	1	2
Future Vol, veh/h	2	765	4	97	1030	6	4	1	23	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	2	832	4	105	1120	7	4	1	25	2	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1127	0	0	836	0	0	2173	2175	834	2185	2174	1124
Stage 1	-	-	-	-	-	-	838	838	-	1334	1334	-
Stage 2	-	-	-	-	-	-	1335	1337	-	851	840	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	616	-	-	793	-	-	33	46	367	33	46	249
Stage 1	-	-	-	-	-	-	359	380	-	189	222	-
Stage 2	-	-	-	-	-	-	188	221	-	353	379	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	616	-	-	793	-	-	23	30	367	22	30	249
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	30	-	22	30	-
Stage 1	-	-	-	-	-	-	357	378	-	188	143	-
Stage 2	-	-	-	-	-	-	119	143	-	326	377	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.9			45.9			108.3		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	23	250	616	-	-	793	-	-	22	73		
HCM Lane V/C Ratio	0.189	0.104	0.004	-	-	0.133	-	-	0.099	0.045		
HCM Control Delay (s)	194.9	21.1	10.9	0	-	10.2	0	-	185.8	56.6		
HCM Lane LOS	F	C	B	A	-	B	A	-	F	F		
HCM 95th %tile Q(veh)	0.6	0.3	0	-	-	0.5	-	-	0.3	0.1		

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	346	2	1	357	0	3	0	3	0	0	0
Future Vol, veh/h	3	346	2	1	357	0	3	0	3	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, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	3	376	2	1	388	0	3	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	378	0	0	773	773	377	775	774	388
Stage 1	-	-	-	-	-	-	383	383	-	390	390	-
Stage 2	-	-	-	-	-	-	390	390	-	385	384	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1144	-	-	1154	-	-	310	324	659	309	324	649
Stage 1	-	-	-	-	-	-	630	603	-	624	599	-
Stage 2	-	-	-	-	-	-	624	599	-	628	603	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1144	-	-	1154	-	-	309	323	659	307	323	649
Mov Cap-2 Maneuver	-	-	-	-	-	-	309	323	-	307	323	-
Stage 1	-	-	-	-	-	-	628	601	-	622	598	-
Stage 2	-	-	-	-	-	-	623	598	-	623	601	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			13.7			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	421	1144	-	-	1154	-	-	-				
HCM Lane V/C Ratio	0.015	0.003	-	-	0.001	-	-	-				
HCM Control Delay (s)	13.7	8.2	0	-	8.1	0	-	0				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	469	2	1	420	1	1	0	3	1	0	1
Future Vol, veh/h	0	469	2	1	420	1	1	0	3	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	510	2	1	457	1	1	0	3	1	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	458	0	0	512	0	0	971	971	511	973	972	458
Stage 1	-	-	-	-	-	-	511	511	-	460	460	-
Stage 2	-	-	-	-	-	-	460	460	-	513	512	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1092	-	-	1043	-	-	230	251	559	230	251	599
Stage 1	-	-	-	-	-	-	542	534	-	577	562	-
Stage 2	-	-	-	-	-	-	577	562	-	540	533	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1092	-	-	1043	-	-	229	251	559	228	251	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	229	251	-	228	251	-
Stage 1	-	-	-	-	-	-	542	534	-	577	561	-
Stage 2	-	-	-	-	-	-	575	561	-	537	533	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			13.9			16		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	411	1092	-	-	1043	-	-	330				
HCM Lane V/C Ratio	0.011	-	-	-	0.001	-	-	0.007				
HCM Control Delay (s)	13.9	0	-	-	8.5	0	-	16				
HCM Lane LOS	B	A	-	-	A	A	-	C				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	1231	2	1	734	0	3	0	3	0	0	0
Future Vol, veh/h	3	1231	2	1	734	0	3	0	3	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, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	3	1338	2	1	798	0	3	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	1340	0	0	2145	2145	1339	2147	2146	798
Stage 1	-	-	-	-	-	-	1345	1345	-	800	800	-
Stage 2	-	-	-	-	-	-	800	800	-	1347	1346	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	803	-	-	499	-	-	34	47	182	34	47	378
Stage 1	-	-	-	-	-	-	182	215	-	371	390	-
Stage 2	-	-	-	-	-	-	371	390	-	182	215	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	803	-	-	499	-	-	34	46	182	33	46	378
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	46	-	33	46	-
Stage 1	-	-	-	-	-	-	179	212	-	365	388	-
Stage 2	-	-	-	-	-	-	370	388	-	176	212	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			76.2			0		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	57	803	-	-	499	-	-	-				
HCM Lane V/C Ratio	0.114	0.004	-	-	0.002	-	-	-				
HCM Control Delay (s)	76.2	9.5	0	-	12.2	0	-	0				
HCM Lane LOS	F	A	A	-	B	A	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-				

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	786	2	1	1131	1	1	0	3	1	0	1
Future Vol, veh/h	0	786	2	1	1131	1	1	0	3	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	854	2	1	1229	1	1	0	3	1	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1230	0	0	856	0	0	2087	2087	855	2089	2088	1230
Stage 1	-	-	-	-	-	-	855	855	-	1232	1232	-
Stage 2	-	-	-	-	-	-	1232	1232	-	857	856	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	560	-	-	776	-	-	38	52	355	38	52	214
Stage 1	-	-	-	-	-	-	350	372	-	215	247	-
Stage 2	-	-	-	-	-	-	215	247	-	349	372	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	560	-	-	776	-	-	38	52	355	38	52	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	52	-	38	52	-
Stage 1	-	-	-	-	-	-	350	372	-	215	246	-
Stage 2	-	-	-	-	-	-	213	246	-	346	372	-
Approach	EB		WB				NB		SB			
HCM Control Delay, s	0		0				37.5		62.3			
HCM LOS							E		F			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	115	560	-	-	776	-	-	65				
HCM Lane V/C Ratio	0.038	-	-	-	0.001	-	-	0.033				
HCM Control Delay (s)	37.5	0	-	-	9.6	0	-	62.3				
HCM Lane LOS	E	A	-	-	A	A	-	F				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	3	1231	2	1	734	0	3	0	3	0	0	0
Future Vol, veh/h	3	1231	2	1	734	0	3	0	3	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	-	-	-	-	-	-	100	-	-	-	-	-
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	3	1338	2	1	798	0	3	0	3	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	798	0	0	1340	0	0	2145	2145	1339	2147	2146	798
Stage 1	-	-	-	-	-	-	1345	1345	-	800	800	-
Stage 2	-	-	-	-	-	-	800	800	-	1347	1346	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	803	-	-	499	-	-	34	47	182	34	47	378
Stage 1	-	-	-	-	-	-	182	215	-	371	390	-
Stage 2	-	-	-	-	-	-	371	390	-	182	215	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	803	-	-	499	-	-	34	46	182	33	46	378
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	46	-	33	46	-
Stage 1	-	-	-	-	-	-	179	212	-	365	388	-
Stage 2	-	-	-	-	-	-	370	388	-	176	212	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			73.5			0		
HCM LOS							F			A		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	34	182	803	-	-	499	-	-	-			
HCM Lane V/C Ratio	0.096	0.018	0.004	-	-	0.002	-	-	-			
HCM Control Delay (s)	121.8	25.1	9.5	0	-	12.2	0	-	0			
HCM Lane LOS	F	D	A	A	-	B	A	-	A			
HCM 95th %tile Q(veh)	0.3	0.1	0	-	-	0	-	-	-			

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	0	786	2	1	1131	1	1	0	3	1	0	1
Future Vol, veh/h	0	786	2	1	1131	1	1	0	3	1	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	0	854	2	1	1229	1	1	0	3	1	0	1
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1230	0	0	856	0	0	2087	2087	855	2089	2088	1230
Stage 1	-	-	-	-	-	-	855	855	-	1232	1232	-
Stage 2	-	-	-	-	-	-	1232	1232	-	857	856	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	560	-	-	776	-	-	38	52	355	38	52	214
Stage 1	-	-	-	-	-	-	350	372	-	215	247	-
Stage 2	-	-	-	-	-	-	215	247	-	349	372	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	560	-	-	776	-	-	38	52	355	38	52	214
Mov Cap-2 Maneuver	-	-	-	-	-	-	38	52	-	38	52	-
Stage 1	-	-	-	-	-	-	350	372	-	215	246	-
Stage 2	-	-	-	-	-	-	213	246	-	346	372	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			37			62.3		
HCM LOS							E			F		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	38	355	560	-	-	776	-	-	65			
HCM Lane V/C Ratio	0.029	0.009	-	-	-	0.001	-	-	0.033			
HCM Control Delay (s)	102.5	15.2	0	-	-	9.6	0	-	62.3			
HCM Lane LOS	F	C	A	-	-	A	A	-	F			
HCM 95th %tile Q(veh)	0.1	0	0	-	-	0	-	-	0.1			

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	11	10	340	9	18
Future Vol, veh/h	370	11	10	340	9	18
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	5	5	5	5
Mvmt Flow	402	12	11	370	10	20
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	414	0	800	408
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1129	-	350	637
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	676	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1129	-	346	637
Mov Cap-2 Maneuver	-	-	-	-	346	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	668	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		12.7	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	498	-	-	1129	-	
HCM Lane V/C Ratio	0.059	-	-	0.01	-	
HCM Control Delay (s)	12.7	-	-	8.2	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	416	20	16	380	12	18
Future Vol, veh/h	416	20	16	380	12	18
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	452	22	17	413	13	20
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	474	0	910	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	447	-
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	-	-	1088	-	305	599
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	299	599
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	631	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		14.1	
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	427	-	-	1088	-	
HCM Lane V/C Ratio	0.076	-	-	0.016	-	
HCM Control Delay (s)	14.1	-	-	8.4	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0	-	

Intersection						
Int Delay, s/veh	637.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1239	27	231	708	18	426
Future Vol, veh/h	1239	27	231	708	18	426
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	5	5	5	5
Mvmt Flow	1347	29	251	770	20	463
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	1376	0	2634	1362
Stage 1	-	-	-	-	1362	-
Stage 2	-	-	-	-	1272	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	489	-	25 ~ 178	
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	489	-	~ 3 ~ 178	
Mov Cap-2 Maneuver	-	-	-	-	~ 3 ~	
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	27	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.9		\$ 3795.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	53	-	-	489	-	
HCM Lane V/C Ratio	9.106	-	-	0.513	-	
HCM Control Delay (s)	\$ 3795.3	-	-	19.9	0	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	56.9	-	-	2.9	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	12.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	714	39	494	1065	38	308
Future Vol, veh/h	714	39	494	1065	38	308
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	776	42	537	1158	41	335
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	818	0	3029	797
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	2232	-
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	-	-	810	-	~ 14	387
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	87	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	810	-	0	387
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	0	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	5.6		72.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	387	-	-	810	-	
HCM Lane V/C Ratio	0.972	-	-	0.663	-	
HCM Control Delay (s)	72.1	-	-	17.7	0	
HCM Lane LOS	F	-	-	C	A	
HCM 95th %tile Q(veh)	11.2	-	-	5.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary
221: CR 900 E & SR 32

Future AM - Mit
04/20/2023

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱		↙	↑↑	↙	↗
Traffic Volume (veh/h)	1239	27	231	708	18	426
Future Volume (veh/h)	1239	27	231	708	18	426
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	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	1347	29	251	770	20	463
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	5	5	5	5	5
Cap, veh/h	1391	30	370	2377	299	595
Arrive On Green	0.40	0.40	0.21	0.69	0.17	0.17
Sat Flow, veh/h	3564	75	1739	3561	1739	1547
Grp Volume(v), veh/h	672	704	251	770	20	463
Grp Sat Flow(s),veh/h/ln	1735	1812	1739	1735	1739	1547
Q Serve(g_s), s	26.5	26.6	9.3	6.3	0.7	12.0
Cycle Q Clear(g_c), s	26.5	26.6	9.3	6.3	0.7	12.0
Prop In Lane		0.04	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	695	726	370	2377	299	595
V/C Ratio(X)	0.97	0.97	0.68	0.32	0.07	0.78
Avail Cap(c_a), veh/h	695	726	373	2383	299	595
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	20.5	20.5	25.3	4.5	24.3	18.9
Incr Delay (d2), s/veh	26.2	25.8	4.8	0.1	0.1	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	15.3	4.1	1.6	0.3	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	46.7	46.3	30.1	4.5	24.3	25.4
LnGrp LOS	D	D	C	A	C	C
Approach Vol, veh/h	1376			1021	483	
Approach Delay, s/veh	46.5			10.8	25.3	
Approach LOS	D			B	C	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	17.0		19.9	33.0	52.9	
Change Period (Y+Rc), s	5.0		5.0	5.0	5.0	
Max Green Setting (Gmax), s	12.0		15.0	28.0	48.0	
Max Q Clear Time (g_c+I1), s	14.0		11.3	28.6	8.3	
Green Ext Time (p_c), s	0.0		0.3	0.0	6.4	
Intersection Summary						
HCM 6th Ctrl Delay			30.3			
HCM 6th LOS			C			

HCM 6th Signalized Intersection Summary
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Future PM - Mit
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Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	714	39	494	1065	38	308
Future Volume (veh/h)	714	39	494	1065	38	308
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	776	42	537	1158	41	335
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	908	49	588	2381	320	808
Arrive On Green	0.26	0.26	0.33	0.67	0.18	0.18
Sat Flow, veh/h	3522	186	1781	3647	1781	1585
Grp Volume(v), veh/h	402	416	537	1158	41	335
Grp Sat Flow(s),veh/h/ln	1777	1837	1781	1777	1781	1585
Q Serve(g_s), s	14.3	14.3	19.3	10.6	1.3	8.8
Cycle Q Clear(g_c), s	14.3	14.3	19.3	10.6	1.3	8.8
Prop In Lane		0.10	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	471	487	588	2381	320	808
V/C Ratio(X)	0.85	0.85	0.91	0.49	0.13	0.41
Avail Cap(c_a), veh/h	507	524	668	2613	428	904
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	23.3	23.3	21.4	5.4	22.9	10.1
Incr Delay (d2), s/veh	12.7	12.4	15.8	0.2	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	7.4	9.9	2.8	0.5	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.0	35.7	37.3	5.5	23.1	10.5
LnGrp LOS	D	D	D	A	C	B
Approach Vol, veh/h	818			1695	376	
Approach Delay, s/veh	35.8			15.6	11.9	
Approach LOS	D			B	B	
Timer - Assigned Phs	2		3	4	8	
Phs Duration (G+Y+Rc), s	17.0		27.0	22.7	49.7	
Change Period (Y+Rc), s	5.0		5.0	5.0	5.0	
Max Green Setting (Gmax), s	16.0		25.0	19.0	49.0	
Max Q Clear Time (g_c+I1), s	10.8		21.3	16.3	12.6	
Green Ext Time (p_c), s	0.6		0.7	1.3	11.0	
Intersection Summary						
HCM 6th Ctrl Delay			20.8			
HCM 6th LOS			C			

Intersection						
Intersection Delay, s/veh	9.3					
Intersection LOS	A					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	1	1		
Conflicting Circle Lanes	1	1	1	1		
Adj Approach Flow, veh/h	415	549	232	293		
Demand Flow Rate, veh/h	440	582	246	311		
Vehicles Circulating, veh/h	468	177	424	559		
Vehicles Exiting, veh/h	381	403	484	200		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	11.6	9.2	5.7	9.3		
Approach LOS	B	A	A	A		
Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized				Yield		Yield
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	90	4.976	21
Entry Flow, veh/h	440	582	156	915	290	936
Cap Entry Lane, veh/h	856	1152	895	0.943	780	0.943
Entry HV Adj Factor	0.943	0.944	0.943	85	0.943	20
Flow Entry, veh/h	415	549	147	863	273	883
Cap Entry, veh/h	807	1087	845	0.098	736	0.023
V/C Ratio	0.514	0.505	0.174	5.1	0.372	4.3
Control Delay, s/veh	11.6	9.2	6.0	A	9.6	A
LOS	B	A	A	0	A	0
95th %tile Queue, veh	3	3	1		2	

Intersection						
Intersection Delay, s/veh	9.2					
Intersection LOS	A					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	1	1		
Conflicting Circle Lanes	1	1	1	1		
Adj Approach Flow, veh/h	466	523	465	213		
Demand Flow Rate, veh/h	480	539	479	220		
Vehicles Circulating, veh/h	326	329	493	557		
Vehicles Exiting, veh/h	427	463	313	311		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	9.7	10.9	7.9	7.2		
Approach LOS	A	B	A	A		
Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized				Yield		Yield
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	180	4.976	24
Entry Flow, veh/h	480	539	299	861	196	893
Cap Entry Lane, veh/h	990	987	835	0.971	782	0.971
Entry HV Adj Factor	0.970	0.971	0.970	175	0.971	23
Flow Entry, veh/h	466	523	290	835	190	867
Cap Entry, veh/h	960	958	810	0.209	759	0.027
V/C Ratio	0.485	0.546	0.358	6.5	0.251	4.4
Control Delay, s/veh	9.7	10.9	8.7	A	7.6	A
LOS	A	B	A	1	A	0
95th %tile Queue, veh	3	3	2		1	

Intersection						
Intersection Delay, s/veh	1645.8					
Intersection LOS	F					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	1	1		
Conflicting Circle Lanes	1	1	1	1		
Adj Approach Flow, veh/h	1803	1591	1540	880		
Demand Flow Rate, veh/h	1911	1686	1633	933		
Vehicles Circulating, veh/h	1511	336	2038	1657		
Vehicles Exiting, veh/h	913	1970	1384	365		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	2493.1	342.5	2494.6	780.5		
Approach LOS	F	F	F	F		
Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized				Yield		Yield
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	1365	4.976	166
Entry Flow, veh/h	1911	1686	268	185	767	544
Cap Entry Lane, veh/h	296	980	173	0.943	255	0.943
Entry HV Adj Factor	0.944	0.944	0.942	1288	0.943	157
Flow Entry, veh/h	1803	1591	252	175	723	513
Cap Entry, veh/h	279	924	163	7.378	240	0.306
V/C Ratio	6.467	1.721	1.552	2919.4	3.012	11.6
Control Delay, s/veh	2493.1	342.5	327.2	F	947.4	B
LOS	F	F	F	143	F	1
95th %tile Queue, veh	194	90	17		65	

Intersection						
Intersection Delay, s/veh	1539.9					
Intersection LOS	F					
Approach	EB	WB	NB	SB		
Entry Lanes	1	1	1	1		
Conflicting Circle Lanes	1	1	1	1		
Adj Approach Flow, veh/h	1105	2805	1523	565		
Demand Flow Rate, veh/h	1139	2889	1568	581		
Vehicles Circulating, veh/h	1699	961	1090	2855		
Vehicles Exiting, veh/h	1618	894	1748	995		
Ped Vol Crossing Leg, #/h	0	0	0	0		
Ped Cap Adj	1.000	1.000	1.000	1.000		
Approach Delay, s/veh	1690.4	2081.4	285.6	1938.5		
Approach LOS	F	F	F	F		
Lane	Left	Left	Left	Bypass	Left	Bypass
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized				Yield		Yield
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	803	4.976	119
Entry Flow, veh/h	1139	2889	765	554	462	265
Cap Entry Lane, veh/h	244	518	454	0.971	75	0.971
Entry HV Adj Factor	0.970	0.971	0.971	780	0.971	116
Flow Entry, veh/h	1105	2805	743	538	449	257
Cap Entry, veh/h	237	503	441	1.449	73	0.451
V/C Ratio	4.669	5.579	1.685	233.4	6.157	27.3
Control Delay, s/veh	1690.4	2081.4	340.4	F	2432.4	D
LOS	F	F	F	38	F	2
95th %tile Queue, veh	112	291	44		50	

HCM 6th Signalized Intersection Summary
222: US 421 & SR 32

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	1455	144	646	721	97	71	161	1185	254	411	144
Future Volume (veh/h)	59	1455	144	646	721	97	71	161	1185	254	411	144
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	64	1582	157	702	784	0	77	175	0	276	447	157
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	163	1332	744	753	1781		168	198		246	532	382
Arrive On Green	0.09	0.39	0.39	0.23	0.52	0.00	0.10	0.11	0.00	0.14	0.15	0.15
Sat Flow, veh/h	1725	3441	1535	3346	3441	1535	1725	1811	2701	1725	3441	1535
Grp Volume(v), veh/h	64	1582	157	702	784	0	77	175	0	276	447	157
Grp Sat Flow(s),veh/h/ln	1725	1721	1535	1673	1721	1535	1725	1811	1351	1725	1721	1535
Q Serve(g_s), s	5.1	57.0	8.6	30.3	21.0	0.0	6.2	14.0	0.0	21.0	18.6	12.6
Cycle Q Clear(g_c), s	5.1	57.0	8.6	30.3	21.0	0.0	6.2	14.0	0.0	21.0	18.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	163	1332	744	753	1781		168	198		246	532	382
V/C Ratio(X)	0.39	1.19	0.21	0.93	0.44		0.46	0.88		1.12	0.84	0.41
Avail Cap(c_a), veh/h	176	1332	744	795	1799		176	209		246	538	385
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	45.1	21.8	56.0	22.2	0.0	62.8	64.6	0.0	63.1	60.5	46.3
Incr Delay (d2), s/veh	1.5	92.2	0.1	17.2	0.2	0.0	1.9	31.9	0.0	94.1	11.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	41.2	3.2	14.6	8.6	0.0	2.8	8.3	0.0	15.7	9.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	137.4	21.9	73.1	22.3	0.0	64.7	96.5	0.0	157.2	71.8	47.0
LnGrp LOS	E	F	C	E	C		E	F		F	E	D
Approach Vol, veh/h	1803			1486			252			880		
Approach Delay, s/veh	124.7			46.3			86.8			94.2		
Approach LOS	F			D			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.0	21.1	38.1	62.0	19.4	27.7	18.9	81.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (G_max), s	21.0	17.0	35.0	57.0	15.0	23.0	15.0	77.0				
Max Q Clear Time (g_c+2.0), s	21.0	16.0	32.3	59.0	8.2	20.6	7.1	23.0				
Green Ext Time (p_c), s	0.0	0.1	0.8	0.0	0.1	0.9	0.1	6.8				

Intersection Summary

HCM 6th Ctrl Delay	90.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
222: US 421 & SR 32

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	729	113	1105	1282	194	164	520	718	70	343	107
Future Volume (veh/h)	175	729	113	1105	1282	194	164	520	718	70	343	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	190	792	123	1201	1393	0	178	565	0	76	373	116
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	189	685	485	1033	1369		202	509		170	904	572
Arrive On Green	0.11	0.19	0.19	0.30	0.39	0.00	0.11	0.27	0.00	0.10	0.26	0.26
Sat Flow, veh/h	1767	3526	1572	3428	3526	1572	1767	1856	2768	1767	3526	1572
Grp Volume(v), veh/h	190	792	123	1201	1393	0	178	565	0	76	373	116
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1714	1763	1572	1767	1856	1384	1767	1763	1572
Q Serve(g_s), s	16.0	29.0	8.8	45.0	58.0	0.0	14.8	41.0	0.0	6.1	13.1	7.6
Cycle Q Clear(g_c), s	16.0	29.0	8.8	45.0	58.0	0.0	14.8	41.0	0.0	6.1	13.1	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	685	485	1033	1369		202	509		170	904	572
V/C Ratio(X)	1.00	1.16	0.25	1.16	1.02		0.88	1.11		0.45	0.41	0.20
Avail Cap(c_a), veh/h	189	685	485	1033	1369		284	509		177	904	572
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	60.2	38.7	52.2	45.7	0.0	65.1	54.2	0.0	63.8	46.2	32.7
Incr Delay (d2), s/veh	66.4	86.5	0.3	84.1	28.8	0.0	20.0	73.2	0.0	1.8	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.7	21.2	3.5	31.4	30.6	0.0	7.8	29.5	0.0	2.8	5.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.0	146.7	39.0	136.3	74.5	0.0	85.1	127.4	0.0	65.6	46.5	32.8
LnGrp LOS	F	F	D	F	F		F	F		E	D	C
Approach Vol, veh/h	1105			2594			743			565		
Approach Delay, s/veh	132.3			103.1			117.3			46.3		
Approach LOS	F			F			F			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.4	46.0	50.0	34.0	22.1	43.3	21.0	63.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	41.0	45.0	29.0	24.0	32.0	16.0	58.0				
Max Q Clear Time (g_c+I), s	19.5	43.0	47.0	31.0	16.8	15.1	18.0	60.0				
Green Ext Time (p_c), s	0.1	0.0	0.0	0.0	0.3	2.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 105.2

HCM 6th LOS F

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	424	488	6	5	18
Future Vol, veh/h	7	424	488	6	5	18
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, %	6	6	6	6	6	6
Mvmt Flow	8	461	530	7	5	20
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	537	0	-	0	1011	534
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	477	-
Critical Hdwy	4.16	-	-	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.254	-	-	-	3.554	3.354
Pot Cap-1 Maneuver	1011	-	-	-	261	538
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1011	-	-	-	258	538
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	616	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		13.8		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1011	-	-	-	435	
HCM Lane V/C Ratio	0.008	-	-	-	0.057	
HCM Control Delay (s)	8.6	0	-	-	13.8	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	567	460	7	3	14
Future Vol, veh/h	11	567	460	7	3	14
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, %	4	4	4	4	4	4
Mvmt Flow	12	616	500	8	3	15

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	508	0	0 1144 504
Stage 1	-	-	- 504 -
Stage 2	-	-	- 640 -
Critical Hdwy	4.14	-	- 6.44 6.24
Critical Hdwy Stg 1	-	-	- 5.44 -
Critical Hdwy Stg 2	-	-	- 5.44 -
Follow-up Hdwy	2.236	-	- 3.536 3.336
Pot Cap-1 Maneuver	1047	-	- 219 564
Stage 1	-	-	- 603 -
Stage 2	-	-	- 521 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1047	-	- 215 564
Mov Cap-2 Maneuver	-	-	- 215 -
Stage 1	-	-	- 593 -
Stage 2	-	-	- 521 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1047	-	-	-	438
HCM Lane V/C Ratio	0.011	-	-	-	0.042
HCM Control Delay (s)	8.5	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 1587.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	2886	1442	24	92	22
Future Vol, veh/h	10	2886	1442	24	92	22
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, %	6	6	6	6	6	6
Mvmt Flow	11	3137	1567	26	100	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1593	0	0 4739 1580
Stage 1	-	-	- 1580 -
Stage 2	-	-	- 3159 -
Critical Hdwy	4.16	-	- 6.46 6.26
Critical Hdwy Stg 1	-	-	- 5.46 -
Critical Hdwy Stg 2	-	-	- 5.46 -
Follow-up Hdwy	2.254	-	- 3.554 3.354
Pot Cap-1 Maneuver	401	-	- ~ 1 131
Stage 1	-	-	- 182 -
Stage 2	-	-	- ~ 27 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	401	-	- ~ 1 131
Mov Cap-2 Maneuver	-	-	- ~ 1 -
Stage 1	-	-	- 182 -
Stage 2	-	-	- ~ 27 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	\$ 62333.9
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	401	-	-	-	1
HCM Lane V/C Ratio	0.027	-	-	-	123.913
HCM Control Delay (s)	14.2	0	-	-	\$ 62333.9
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	18

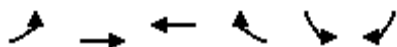
Notes

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

Intersection						
Int Delay, s/veh	17.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1503	2558	110	44	16
Future Vol, veh/h	18	1503	2558	110	44	16
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, %	4	4	4	4	4	4
Mvmt Flow	20	1634	2780	120	48	17
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	2900	0	-	0	4514	2840
Stage 1	-	-	-	-	2840	-
Stage 2	-	-	-	-	1674	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	124	-	-	-	~ 1	22
Stage 1	-	-	-	-	~ 41	-
Stage 2	-	-	-	-	165	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	124	-	-	-	0	22
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	165	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.5	0		\$ 1253.8		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	124	-	-	-	-	22
HCM Lane V/C Ratio	0.158	-	-	-	-	2.964
HCM Control Delay (s)	39.4	0	-	-	-	\$ 1253.8
HCM Lane LOS	E	A	-	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	-	-	8.3
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

HCM 6th Signalized Intersection Summary 223: SR 32 & CR 1000 E

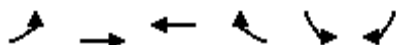
Future AM - Mit
04/20/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	10	2886	1442	24	92	22
Future Volume (veh/h)	10	2886	1442	24	92	22
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	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	11	3137	1567	26	100	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6
Cap, veh/h	263	2868	2887	48	135	32
Arrive On Green	0.83	0.83	0.83	0.83	0.10	0.10
Sat Flow, veh/h	310	3532	3554	57	1348	324
Grp Volume(v), veh/h	11	3137	777	816	125	0
Grp Sat Flow(s),veh/h/ln	310	1721	1721	1801	1685	0
Q Serve(g_s), s	1.7	125.0	20.6	20.7	10.8	0.0
Cycle Q Clear(g_c), s	22.4	125.0	20.6	20.7	10.8	0.0
Prop In Lane	1.00			0.03	0.80	0.19
Lane Grp Cap(c), veh/h	263	2868	1434	1501	169	0
V/C Ratio(X)	0.04	1.09	0.54	0.54	0.74	0.00
Avail Cap(c_a), veh/h	263	2868	1434	1501	169	0
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	0.00
Uniform Delay (d), s/veh	7.2	12.5	3.8	3.8	65.6	0.0
Incr Delay (d2), s/veh	0.1	48.6	0.4	0.4	16.0	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	0.1	54.3	5.9	6.2	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.3	61.1	4.2	4.2	81.6	0.0
LnGrp LOS	A	F	A	A	F	A
Approach Vol, veh/h		3148	1593		125	
Approach Delay, s/veh		61.0	4.2		81.6	
Approach LOS		E	A		F	
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+Rc), s			130.0	20.0	130.0	
Change Period (Y+Rc), s			5.0	5.0	5.0	
Max Green Setting (Gmax), s			125.0	15.0	125.0	
Max Q Clear Time (g_c+I1), s			127.0	12.8	22.7	
Green Ext Time (p_c), s			0.0	0.1	21.3	
Intersection Summary						
HCM 6th Ctrl Delay			42.9			
HCM 6th LOS			D			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
223: SR 32 & CR 1000 E

Future PM - Mit
04/20/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	1503	2558	110	44	16
Future Volume (veh/h)	18	1503	2558	110	44	16
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	1841	1841	1841	1841
Adj Flow Rate, veh/h	20	1634	2780	120	48	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4
Cap, veh/h	52	2873	2807	120	132	47
Arrive On Green	0.82	0.82	0.82	0.82	0.11	0.11
Sat Flow, veh/h	86	3589	3509	146	1236	438
Grp Volume(v), veh/h	20	1634	1413	1487	66	0
Grp Sat Flow(s), veh/h/ln	86	1749	1749	1814	1700	0
Q Serve(g_s), s	1.4	21.9	105.2	113.6	5.0	0.0
Cycle Q Clear(g_c), s	115.0	21.9	105.2	113.6	5.0	0.0
Prop In Lane	1.00			0.08	0.73	0.26
Lane Grp Cap(c), veh/h	52	2873	1436	1490	182	0
V/C Ratio(X)	0.38	0.57	0.98	1.00	0.36	0.00
Avail Cap(c_a), veh/h	52	2873	1436	1490	182	0
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	0.00
Uniform Delay (d), s/veh	70.0	4.2	11.6	12.4	58.1	0.0
Incr Delay (d2), s/veh	4.5	0.3	19.8	22.8	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	0.8	6.3	37.7	42.8	2.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	74.5	4.5	31.5	35.1	59.3	0.0
LnGrp LOS	E	A	C	D	E	A
Approach Vol, veh/h		1654	2900		66	
Approach Delay, s/veh		5.3	33.4		59.3	
Approach LOS		A	C		E	
Timer - Assigned Phs			4	6	8	
Phs Duration (G+Y+Rc), s			120.0	20.0	120.0	
Change Period (Y+Rc), s			5.0	5.0	5.0	
Max Green Setting (Gmax), s			115.0	15.0	115.0	
Max Q Clear Time (g_c+I1), s			117.0	7.0	115.6	
Green Ext Time (p_c), s			0.0	0.1	0.0	
Intersection Summary						
HCM 6th Ctrl Delay			23.7			
HCM 6th LOS			C			
Notes						
User approved volume balancing among the lanes for turning movement.						

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	405	1	7	477	13	1	1	6	12	1	13
Future Vol, veh/h	12	405	1	7	477	13	1	1	6	12	1	13
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	13	440	1	8	518	14	1	1	7	13	1	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	532	0	0	441	0	0	1016	1015	441	1012	1008	525
Stage 1	-	-	-	-	-	-	467	467	-	541	541	-
Stage 2	-	-	-	-	-	-	549	548	-	471	467	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1016	-	-	1098	-	-	213	234	608	214	237	545
Stage 1	-	-	-	-	-	-	569	555	-	518	514	-
Stage 2	-	-	-	-	-	-	513	510	-	566	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1016	-	-	1098	-	-	203	228	608	207	231	545
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	228	-	207	231	-
Stage 1	-	-	-	-	-	-	559	546	-	509	509	-
Stage 2	-	-	-	-	-	-	494	505	-	549	546	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			13.8			18.1		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	417	1016	-	-	1098	-	-	302				
HCM Lane V/C Ratio	0.021	0.013	-	-	0.007	-	-	0.094				
HCM Control Delay (s)	13.8	8.6	0	-	8.3	0	-	18.1				
HCM Lane LOS	B	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	583	2	1	461	11	3	3	4	10	3	11
Future Vol, veh/h	11	583	2	1	461	11	3	3	4	10	3	11
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	12	634	2	1	501	12	3	3	4	11	3	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	513	0	0	636	0	0	1176	1174	635	1172	1169	507
Stage 1	-	-	-	-	-	-	659	659	-	509	509	-
Stage 2	-	-	-	-	-	-	517	515	-	663	660	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1042	-	-	938	-	-	167	190	475	168	191	562
Stage 1	-	-	-	-	-	-	449	458	-	543	535	-
Stage 2	-	-	-	-	-	-	538	532	-	447	457	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1042	-	-	938	-	-	159	186	475	162	187	562
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	186	-	162	187	-
Stage 1	-	-	-	-	-	-	441	450	-	533	534	-
Stage 2	-	-	-	-	-	-	523	531	-	432	449	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			21.4			21.3		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	230	1042	-	-	938	-	-	247				
HCM Lane V/C Ratio	0.047	0.011	-	-	0.001	-	-	0.106				
HCM Control Delay (s)	21.4	8.5	0	-	8.8	0	-	21.3				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3				

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	12	2904	52	96	1440	13	11	1	32	13	2	13
Future Vol, veh/h	12	2904	52	96	1440	13	11	1	32	13	2	13
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	13	3157	57	104	1565	14	12	1	35	14	2	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1579	0	0	3214	0	0	5000	4999	3186	5010	5020	1572
Stage 1	-	-	-	-	-	-	3212	3212	-	1780	1780	-
Stage 2	-	-	-	-	-	-	1788	1787	-	3230	3240	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	406	-	-	~ 90	-	-	0	~ 1	~ 13	0	~ 1	133
Stage 1	-	-	-	-	-	-	14	23	-	102	132	-
Stage 2	-	-	-	-	-	-	101	131	-	~ 13	22	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	406	-	-	~ 90	-	-	-	0	~ 13	-	0	133
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	14	23	-	102	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	22	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			14.2								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	406	-	-	~ 90	-	-	-				
HCM Lane V/C Ratio	-	0.032	-	-	1.159	-	-	-				
HCM Control Delay (s)	-	14.2	0	-	229.7	0	-	-				
HCM Lane LOS	-	B	A	-	F	A	-	-				
HCM 95th %tile Q(veh)	-	0.1	-	-	7.2	-	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	1552	10	147	2619	12	46	4	130	10	3	11
Future Vol, veh/h	11	1552	10	147	2619	12	46	4	130	10	3	11
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	12	1687	11	160	2847	13	50	4	141	11	3	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2860	0	0	1698	0	0	4898	4897	1693	4963	4896	2854
Stage 1	-	-	-	-	-	-	1717	1717	-	3174	3174	-
Stage 2	-	-	-	-	-	-	3181	3180	-	1789	1722	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	128	-	-	370	-	-	0	~ 1	~ 114	0	~ 1	22
Stage 1	-	-	-	-	-	-	113	143	-	15	25	-
Stage 2	-	-	-	-	-	-	~ 15	25	-	102	142	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	128	-	-	370	-	-	-	0	~ 114	-	0	22
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	113	0	-	15	25	-
Stage 2	-	-	-	-	-	-	~ 6	25	-	-	0	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			1.2								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	128	-	-	370	-	-	-				
HCM Lane V/C Ratio	-	0.093	-	-	0.432	-	-	-				
HCM Control Delay (s)	-	36	0	-	21.9	0	-	-				
HCM Lane LOS	-	E	A	-	C	A	-	-				
HCM 95th %tile Q(veh)	-	0.3	-	-	2.1	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

HCM 6th Signalized Intersection Summary
224: CR 1100 E & SR 32

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2904	52	96	1440	13	11	1	32	13	2	13
Future Volume (veh/h)	12	2904	52	96	1440	13	11	1	32	13	2	13
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	13	3157	57	104	1565	14	12	1	35	14	2	14
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	298	3066	55	48	3099	28	98	2	70	80	9	64
Arrive On Green	0.89	0.89	0.89	0.89	0.89	0.89	0.05	0.05	0.05	0.05	0.05	0.05
Sat Flow, veh/h	314	3458	62	62	3495	31	1353	43	1499	1329	196	1369
Grp Volume(v), veh/h	13	1566	1648	104	770	809	12	0	36	14	0	16
Grp Sat Flow(s),veh/h/ln	314	1721	1800	62	1721	1805	1353	0	1541	1329	0	1565
Q Serve(g_s), s	1.3	133.0	133.0	0.0	13.8	13.8	1.3	0.0	3.4	1.6	0.0	1.5
Cycle Q Clear(g_c), s	15.1	133.0	133.0	133.0	13.8	13.8	2.8	0.0	3.4	5.0	0.0	1.5
Prop In Lane	1.00		0.03	1.00		0.02	1.00		0.97	1.00		0.88
Lane Grp Cap(c), veh/h	298	1526	1596	48	1526	1601	98	0	72	80	0	73
V/C Ratio(X)	0.04	1.03	1.03	2.17	0.50	0.51	0.12	0.00	0.50	0.18	0.00	0.22
Avail Cap(c_a), veh/h	298	1526	1596	48	1526	1601	98	0	72	80	0	73
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.3	8.5	8.5	75.0	1.7	1.7	70.2	0.0	69.8	72.2	0.0	68.9
Incr Delay (d2), s/veh	0.1	30.0	31.4	587.3	0.3	0.3	0.6	0.0	5.3	1.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	37.4	39.7	9.7	2.7	2.8	0.5	0.0	1.5	0.6	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.4	38.5	39.9	662.3	2.0	2.0	70.8	0.0	75.1	73.3	0.0	70.4
LnGrp LOS	A	F	F	F	A	A	E	A	E	E	A	E
Approach Vol, veh/h	3227					1683		48		30		
Approach Delay, s/veh	39.1					42.8		74.0		71.7		
Approach LOS	D					D		E		E		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	12.0		138.0			12.0		138.0				
Change Period (Y+Rc), s	5.0		5.0			5.0		5.0				
Max Green Setting (Gmax), s	7.0		133.0			7.0		133.0				
Max Q Clear Time (g_c+I1), s	5.4		135.0			7.0		135.0				
Green Ext Time (p_c), s	0.0		0.0			0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	40.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
224: CR 1100 E & SR 32

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1552	10	147	2619	12	46	4	130	10	3	11
Future Volume (veh/h)	11	1552	10	147	2619	12	46	4	130	10	3	11
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	12	1687	11	160	2847	13	50	4	141	11	3	12
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	59	2909	19	236	2916	13	195	5	173	78	36	146
Arrive On Green	0.82	0.82	0.82	0.82	0.82	0.82	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	90	3562	23	284	3570	16	1376	43	1523	1223	322	1287
Grp Volume(v), veh/h	12	828	870	160	1393	1467	50	0	145	11	0	15
Grp Sat Flow(s),veh/h/ln	90	1749	1837	284	1749	1838	1376	0	1567	1223	0	1609
Q Serve(g_s), s	13.3	23.6	23.6	64.1	102.9	103.7	4.8	0.0	13.0	1.3	0.0	1.2
Cycle Q Clear(g_c), s	117.0	23.6	23.6	87.8	102.9	103.7	6.0	0.0	13.0	14.2	0.0	1.2
Prop In Lane	1.00		0.01	1.00		0.01	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	59	1428	1500	236	1428	1501	195	0	178	78	0	182
V/C Ratio(X)	0.20	0.58	0.58	0.68	0.98	0.98	0.26	0.00	0.82	0.14	0.00	0.08
Avail Cap(c_a), veh/h	59	1428	1500	236	1428	1501	260	0	252	136	0	258
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(l)	1.00	1.00	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	67.0	4.6	4.6	19.9	11.8	11.9	59.5	0.0	62.0	69.0	0.0	56.8
Incr Delay (d2), s/veh	1.7	0.6	0.6	7.6	18.2	18.0	0.7	0.0	13.1	0.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	7.2	7.5	4.5	37.5	39.6	1.7	0.0	5.8	0.4	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	5.2	5.1	27.5	30.0	29.9	60.2	0.0	75.1	69.8	0.0	57.0
LnGrp LOS	E	A	A	C	C	C	E	A	E	E	A	E
Approach Vol, veh/h	1710		3020				195		26			
Approach Delay, s/veh	5.6		29.8				71.3		62.4			
Approach LOS	A		C				E		E			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.2		122.0		21.2		122.0					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	23.0		117.0		23.0		117.0					
Max Q Clear Time (g_c+l1), s	15.0		119.0		16.2		105.7					
Green Ext Time (p_c), s	0.6		0.0		0.0		11.2					
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	412	10	22	492	1	7	4	9	15	16	11
Future Vol, veh/h	6	412	10	22	492	1	7	4	9	15	16	11
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	7	448	11	24	535	1	8	4	10	16	17	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	536	0	0	459	0	0	1066	1052	454	1059	1057	536
Stage 1	-	-	-	-	-	-	468	468	-	584	584	-
Stage 2	-	-	-	-	-	-	598	584	-	475	473	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1012	-	-	1081	-	-	197	223	598	199	221	537
Stage 1	-	-	-	-	-	-	568	555	-	491	492	-
Stage 2	-	-	-	-	-	-	482	492	-	563	552	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1012	-	-	1081	-	-	175	214	598	187	212	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	175	214	-	187	212	-
Stage 1	-	-	-	-	-	-	563	550	-	487	476	-
Stage 2	-	-	-	-	-	-	440	476	-	544	547	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.4			19.4			23.7		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	271	1012	-	-	1081	-	-	238				
HCM Lane V/C Ratio	0.08	0.006	-	-	0.022	-	-	0.192				
HCM Control Delay (s)	19.4	8.6	0	-	8.4	0	-	23.7				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.7				

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	585	8	14	458	13	13	28	33	7	6	5
Future Vol, veh/h	13	585	8	14	458	13	13	28	33	7	6	5
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	14	636	9	15	498	14	14	30	36	8	7	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	645	0	0	1210	1211	641	1237	1208	505
Stage 1	-	-	-	-	-	-	669	669	-	535	535	-
Stage 2	-	-	-	-	-	-	541	542	-	702	673	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1043	-	-	931	-	-	158	181	471	151	181	563
Stage 1	-	-	-	-	-	-	444	453	-	526	521	-
Stage 2	-	-	-	-	-	-	522	517	-	426	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	931	-	-	147	173	471	117	173	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	173	-	117	173	-
Stage 1	-	-	-	-	-	-	435	443	-	515	509	-
Stage 2	-	-	-	-	-	-	499	505	-	359	442	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			28.7			28.3		
HCM LOS							D			D		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	231	1043	-	-	931	-	-	174				
HCM Lane V/C Ratio	0.348	0.014	-	-	0.016	-	-	0.112				
HCM Control Delay (s)	28.7	8.5	0	-	8.9	0	-	28.3				
HCM Lane LOS	D	A	A	-	A	A	-	D				
HCM 95th %tile Q(veh)	1.5	0	-	-	0.1	-	-	0.4				

Intersection												
Int Delay, s/veh	10.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	428	706	368	242	1110	219	52	176	63	63	58	106
Future Vol, veh/h	428	706	368	242	1110	219	52	176	63	63	58	106
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	465	767	400	263	1207	238	57	191	68	68	63	115
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1445	0	0	1167	0	0	3838	3868	967	3879	3949	1326
Stage 1	-	-	-	-	-	-	1897	1897	-	1852	1852	-
Stage 2	-	-	-	-	-	-	1941	1971	-	2027	2097	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	~ 457	-	-	584	-	-	~ 2	~ 3	303	~ 2	~ 3	186
Stage 1	-	-	-	-	-	-	87	~ 115	-	93	121	-
Stage 2	-	-	-	-	-	-	82	~ 105	-	73	91	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 457	-	-	584	-	-	-	0	303	-	0	186
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	87	0	-	93	0	-
Stage 2	-	-	-	-	-	-	-	0	-	-	0	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	22			2.5								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	~ 457	-	-	584	-	-	-				
HCM Lane V/C Ratio	-	1.018	-	-	0.45	-	-	-				
HCM Control Delay (s)	-	77.1	0	-	16.1	0	-	-				
HCM Lane LOS	-	F	A	-	C	A	-	-				
HCM 95th %tile Q(veh)	-	13.7	-	-	2.3	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	96	1329	30	92	940	53	200	62	235	219	168	329
Future Vol, veh/h	96	1329	30	92	940	53	200	62	235	219	168	329
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	104	1445	33	100	1022	58	217	67	255	238	183	358
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1080	0	0	1478	0	0	3192	2950	1462	3082	2937	1051
Stage 1	-	-	-	-	-	-	1670	1670	-	1251	1251	-
Stage 2	-	-	-	-	-	-	1522	1280	-	1831	1686	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	638	-	-	450	-	-	~ 6	~ 14	~ 156	~ 7	~ 15	~ 273
Stage 1	-	-	-	-	-	-	~ 120	151	-	~ 209	242	-
Stage 2	-	-	-	-	-	-	~ 146	234	-	~ 97	~ 148	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	638	-	-	450	-	-	-	0 ~ 156	-	-	0 ~ 273	
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 9	~ 11	-	~ 15	~ 106	-
Stage 2	-	-	-	-	-	-	~ 14	102	-	~ 23	~ 11	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.3								
HCM LOS							-			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	638	-	-	450	-	-	-				
HCM Lane V/C Ratio	-	0.164	-	-	0.222	-	-	-				
HCM Control Delay (s)	-	11.7	0	-	15.3	0	-	-				
HCM Lane LOS	-	B	A	-	C	A	-	-				
HCM 95th %tile Q(veh)	-	0.6	-	-	0.8	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary
225: County Line Road & SR 32

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	706	368	242	1110	219	52	176	63	63	58	106
Future Volume (veh/h)	428	706	368	242	1110	219	52	176	63	63	58	106
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	465	767	400	263	1207	238	57	191	68	68	63	115
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	490	1139	592	452	1234	241	248	230	82	111	326	276
Arrive On Green	0.24	0.52	0.52	0.15	0.43	0.43	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1725	2189	1138	1725	2869	561	1168	1275	454	1085	1811	1535
Grp Volume(v), veh/h	465	602	565	263	720	725	57	0	259	68	63	115
Grp Sat Flow(s),veh/h/ln	1725	1721	1606	1725	1721	1710	1168	0	1729	1085	1811	1535
Q Serve(g_s), s	22.0	25.8	26.0	7.6	41.0	42.0	4.4	0.0	14.4	3.6	3.0	6.6
Cycle Q Clear(g_c), s	22.0	25.8	26.0	7.6	41.0	42.0	7.3	0.0	14.4	18.0	3.0	6.6
Prop In Lane	1.00		0.71	1.00		0.33	1.00		0.26	1.00		1.00
Lane Grp Cap(c), veh/h	490	895	835	452	740	735	248	0	311	111	326	276
V/C Ratio(X)	0.95	0.67	0.68	0.58	0.97	0.99	0.23	0.00	0.83	0.61	0.19	0.42
Avail Cap(c_a), veh/h	490	895	835	538	740	735	248	0	311	111	326	276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	17.7	17.8	13.7	27.9	28.2	37.9	0.0	39.5	49.0	34.8	36.3
Incr Delay (d2), s/veh	28.3	2.0	2.2	1.2	26.5	29.6	0.5	0.0	17.2	9.8	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	10.2	9.6	2.9	21.5	22.3	1.3	0.0	7.5	2.0	1.3	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	19.7	19.9	14.9	54.4	57.8	38.4	0.0	56.7	58.7	35.1	37.3
LnGrp LOS	E	B	B	B	D	E	D	A	E	E	D	D
Approach Vol, veh/h												
1632												
Approach Delay, s/veh												
30.9												
Approach LOS												
C												
Timer - Assigned Phs												
2 3 4 6 7 8												
Phs Duration (G+Y+Rc), s												
23.0 20.0 57.0 23.0 29.0 48.0												
Change Period (Y+Rc), s												
5.0 5.0 5.0 5.0 5.0 5.0												
Max Green Setting (Gmax), s												
18.0 20.0 47.0 18.0 24.0 43.0												
Max Q Clear Time (g_c+I1), s												
16.4 9.6 28.0 20.0 24.0 44.0												
Green Ext Time (p_c), s												
0.3 0.6 8.2 0.0 0.0 0.0												
Intersection Summary												
HCM 6th Ctrl Delay												
41.7												
HCM 6th LOS												
D												

HCM 6th Signalized Intersection Summary
225: County Line Road & SR 32

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	1329	30	92	940	53	200	62	235	219	168	329
Future Volume (veh/h)	96	1329	30	92	940	53	200	62	235	219	168	329
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	104	1445	33	100	1022	58	217	67	255	238	183	358
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	284	1521	35	200	1463	83	308	117	446	266	643	545
Arrive On Green	0.07	0.44	0.44	0.07	0.43	0.43	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1753	3495	80	1753	3364	191	851	335	1276	1041	1841	1560
Grp Volume(v), veh/h	104	722	756	100	531	549	217	0	322	238	183	358
Grp Sat Flow(s),veh/h/ln	1753	1749	1826	1753	1749	1806	851	0	1611	1041	1841	1560
Q Serve(g_s), s	3.2	39.8	39.9	3.0	24.7	24.7	24.8	0.0	16.3	18.7	7.2	19.4
Cycle Q Clear(g_c), s	3.2	39.8	39.9	3.0	24.7	24.7	32.0	0.0	16.3	35.0	7.2	19.4
Prop In Lane	1.00		0.04	1.00		0.11	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	284	761	795	200	760	785	308	0	563	266	643	545
V/C Ratio(X)	0.37	0.95	0.95	0.50	0.70	0.70	0.70	0.00	0.57	0.89	0.28	0.66
Avail Cap(c_a), veh/h	309	768	802	207	760	785	308	0	563	266	643	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.1	27.2	27.3	22.5	23.0	23.0	35.1	0.0	26.5	42.4	23.5	27.5
Incr Delay (d2), s/veh	0.8	20.9	20.6	1.9	2.8	2.8	7.1	0.0	1.4	29.2	0.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	20.2	21.1	1.3	10.4	10.7	5.6	0.0	6.3	8.1	3.1	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	48.1	47.9	24.4	25.8	25.7	42.2	0.0	27.9	71.6	23.8	30.4
LnGrp LOS	B	D	D	C	C	C	D	A	C	E	C	C
Approach Vol, veh/h	1582		1180			539			779			
Approach Delay, s/veh	46.0		25.7			33.6			41.4			
Approach LOS	D		C			C			D			
Timer - Assigned Phs	2		3		4		6		7		8	
Phs Duration (G+Y+Rc), s	40.0		11.6		48.6		40.0		11.6		48.5	
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0		5.0		5.0	
Max Green Setting (Gmax), s	35.0		7.0		44.0		35.0		8.0		42.0	
Max Q Clear Time (g_c+I1), s	34.0		5.0		41.9		37.0		5.2		26.7	
Green Ext Time (p_c), s	0.4		0.0		1.7		0.0		0.1		6.4	
Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	4	2	0	4
Future Vol, veh/h	0	0	4	2	0	4
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	50	0	2
Mvmt Flow	0	0	4	2	0	4

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	9	5	0
Stage 1	5	-	-
Stage 2	4	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	1017	1084	-
Stage 1	1023	-	-
Stage 2	1024	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1017	1084	-
Mov Cap-2 Maneuver	1017	-	-
Stage 1	1023	-	-
Stage 2	1024	-	-

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1628
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	0
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	3	1	2	3
Future Vol, veh/h	0	2	3	1	2	3
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	67	100	0	2
Mvmt Flow	0	2	3	1	2	3

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	11	4	0
Stage 1	4	-	-
Stage 2	7	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	1014	1085	-
Stage 1	1024	-	-
Stage 2	1021	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1013	1085	-
Mov Cap-2 Maneuver	1013	-	-
Stage 1	1024	-	-
Stage 2	1020	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.3	0	2.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 1085	1631	-
HCM Lane V/C Ratio	-	- 0.002	0.001	-
HCM Control Delay (s)	-	- 8.3	7.2	0
HCM Lane LOS	-	- A	A	A
HCM 95th %tile Q(veh)	-	- 0	0	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	4	2	0	4
Future Vol, veh/h	0	0	4	2	0	4
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	50	0	2
Mvmt Flow	0	0	4	2	0	4
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	9	5	0	0	6	0
Stage 1	5	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1017	1084	-	-	1628	-
Stage 1	1023	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1017	1084	-	-	1628	-
Mov Cap-2 Maneuver	1017	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1024	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	0	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	-	1628	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	-	-	0	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	-	0	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	3	1	2	3
Future Vol, veh/h	0	2	3	1	2	3
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	67	100	0	2
Mvmt Flow	0	2	3	1	2	3
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	11	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1014	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1013	1085	-	-	1631	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.3	0		2.9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 1085		1631	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 8.3		7.2	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	0	26	13	0
Future Vol, veh/h	1	3	0	26	13	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	8	0	2
Mvmt Flow	1	3	0	28	14	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	42	14	14	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	974	983	1617	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	983	1617	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1617	-	981	-	-	
HCM Lane V/C Ratio	-	-	0.004	-	-	
HCM Control Delay (s)	0	-	8.7	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	27	25	0
Future Vol, veh/h	0	4	4	27	25	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	50	0	7	8	2
Mvmt Flow	0	4	4	29	27	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	64	27	27
Stage 1	27	-	-
Stage 2	37	-	-
Critical Hdwy	6.4	6.7	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.75	2.2
Pot Cap-1 Maneuver	947	926	1600
Stage 1	1001	-	-
Stage 2	991	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	944	926	1600
Mov Cap-2 Maneuver	944	-	-
Stage 1	998	-	-
Stage 2	991	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	926	-	-
HCM Lane V/C Ratio	0.003	-	0.005	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	0	443	250	0
Future Vol, veh/h	1	3	0	443	250	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	8	0	2
Mvmt Flow	1	3	0	482	272	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	754	272	272	0	-	0
Stage 1	272	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	380	698	1303	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	380	698	1303	-	-	-
Mov Cap-2 Maneuver	380	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1303	-	577	-	-	
HCM Lane V/C Ratio	-	-	0.008	-	-	
HCM Control Delay (s)	0	-	11.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	4	343	522	0
Future Vol, veh/h	0	4	4	343	522	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	50	0	7	8	2
Mvmt Flow	0	4	4	373	567	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	948	567	567	0	-	0
Stage 1	567	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.4	6.7	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.75	2.2	-	-	-
Pot Cap-1 Maneuver	292	443	1015	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	291	443	1015	-	-	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1015	-	443	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s)	8.6	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	2	1	5	1	3	1	12	43	1	0	52	2
Future Vol, veh/h	2	1	5	1	3	1	12	43	1	0	52	2
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	0	8	0	0	0	8	2
Mvmt Flow	2	1	5	1	3	1	13	47	1	0	57	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	134	132	58	135	133	48	59	0	0	48	0	0
Stage 1	58	58	-	74	74	-	-	-	-	-	-	-
Stage 2	76	74	-	61	59	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.4	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	842	762	960	841	761	1027	1507	-	-	1572	-	-
Stage 1	959	851	-	940	837	-	-	-	-	-	-	-
Stage 2	938	837	-	955	850	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	833	755	960	829	754	1027	1507	-	-	1572	-	-
Mov Cap-2 Maneuver	833	755	-	829	754	-	-	-	-	-	-	-
Stage 1	950	851	-	932	829	-	-	-	-	-	-	-
Stage 2	925	829	-	948	850	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.1		9.5		1.6		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1507	-	-	895	812	1572	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.01	0.007	-	-	-				
HCM Control Delay (s)	7.4	0	-	9.1	9.5	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-				

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	20	0	2	0	16	72	7	1	62	4
Future Vol, veh/h	6	0	20	0	2	0	16	72	7	1	62	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	17	0	0	0	0	0	0	1	0	0	2	2
Mvmt Flow	7	0	22	0	2	0	17	78	8	1	67	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	188	191	69	198	189	82	71	0	0	86	0	0
Stage 1	71	71	-	116	116	-	-	-	-	-	-	-
Stage 2	117	120	-	82	73	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	741	708	1000	765	709	983	1542	-	-	1523	-	-
Stage 1	903	840	-	894	803	-	-	-	-	-	-	-
Stage 2	852	800	-	931	838	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	732	699	1000	741	700	983	1542	-	-	1523	-	-
Mov Cap-2 Maneuver	732	699	-	741	700	-	-	-	-	-	-	-
Stage 1	892	839	-	883	793	-	-	-	-	-	-	-
Stage 2	839	790	-	910	837	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9		10.2		1.2		0.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1542	-	-	922	700	1523	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.031	0.003	0.001	-	-				
HCM Control Delay (s)	7.4	0	-	9	10.2	7.4	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	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	5	1	6	1	3	1	13	750	1	0	400	4
Future Vol, veh/h	5	1	6	1	3	1	13	750	1	0	400	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	0	8	0	0	0	8	2
Mvmt Flow	5	1	7	1	3	1	14	815	1	0	435	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1283	1281	437	1285	1283	816	439	0	0	816	0	0
Stage 1	437	437	-	844	844	-	-	-	-	-	-	-
Stage 2	846	844	-	441	439	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.4	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	167	583	143	167	380	1090	-	-	820	-	-
Stage 1	602	583	-	361	382	-	-	-	-	-	-	-
Stage 2	360	382	-	599	582	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	138	163	583	138	163	380	1090	-	-	820	-	-
Mov Cap-2 Maneuver	138	163	-	138	163	-	-	-	-	-	-	-
Stage 1	588	583	-	352	373	-	-	-	-	-	-	-
Stage 2	347	373	-	591	582	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	21.7		26		0.1		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1090	-	-	228	177	820	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.057	0.031	-	-	-				
HCM Control Delay (s)	8.3	0	-	21.7	26	0	-	-				
HCM Lane LOS	A	A	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-				

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	8	1	24	86	10	0	18	277	7	1	514	5
Future Vol, veh/h	8	1	24	86	10	0	18	277	7	1	514	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	17	0	0	0	0	0	0	1	0	0	2	2
Mvmt Flow	9	1	26	93	11	0	20	301	8	1	559	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	915	913	562	922	911	305	564	0	0	309	0	0
Stage 1	564	564	-	345	345	-	-	-	-	-	-	-
Stage 2	351	349	-	577	566	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	238	276	530	253	276	740	1018	-	-	1263	-	-
Stage 1	485	512	-	675	640	-	-	-	-	-	-	-
Stage 2	636	637	-	506	511	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	226	269	530	235	269	740	1018	-	-	1263	-	-
Mov Cap-2 Maneuver	226	269	-	235	269	-	-	-	-	-	-	-
Stage 1	473	511	-	659	625	-	-	-	-	-	-	-
Stage 2	610	622	-	480	510	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.1		31.4			0.5			0			
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1018	-	-	391	238	1263	-	-				
HCM Lane V/C Ratio	0.019	-	-	0.092	0.438	0.001	-	-				
HCM Control Delay (s)	8.6	0	-	15.1	31.4	7.9	0	-				
HCM Lane LOS	A	A	-	C	D	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.1	0	-	-				

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	2	1	0	9	0	0	0	0	1	0	2
Future Vol, veh/h	0	2	1	0	9	0	0	0	0	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	100	0	0
Mvmt Flow	0	2	1	0	10	0	0	0	0	1	0	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	3	0	0	14	13	3	13	13	10
Stage 1	-	-	-	-	-	-	3	3	-	10	10	-
Stage 2	-	-	-	-	-	-	11	10	-	3	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1632	-	-	1007	885	1087	801	885	1077
Stage 1	-	-	-	-	-	-	1025	897	-	807	891	-
Stage 2	-	-	-	-	-	-	1015	891	-	815	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1623	-	-	1632	-	-	1005	885	1087	801	885	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	1005	885	-	801	885	-
Stage 1	-	-	-	-	-	-	1025	897	-	807	891	-
Stage 2	-	-	-	-	-	-	1013	891	-	815	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			0			8.7		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	1623	-	-	1632	-	-	966				
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.003				
HCM Control Delay (s)	0	0	-	-	0	-	-	8.7				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	6	0	0	10	0	0	1	1	2	1	2
Future Vol, veh/h	0	6	0	0	10	0	0	1	1	2	1	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, %	0	0	0	0	10	0	0	0	0	0	100	0
Mvmt Flow	0	7	0	0	11	0	0	1	1	2	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	7	0	0	20	18	7	19	18	11
Stage 1	-	-	-	-	-	-	7	7	-	11	11	-
Stage 2	-	-	-	-	-	-	13	11	-	8	7	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.9	3.3
Pot Cap-1 Maneuver	1621	-	-	1627	-	-	998	880	1081	1000	716	1076
Stage 1	-	-	-	-	-	-	1020	894	-	1015	726	-
Stage 2	-	-	-	-	-	-	1013	890	-	1019	729	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1621	-	-	1627	-	-	995	880	1081	998	716	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	995	880	-	998	716	-
Stage 1	-	-	-	-	-	-	1020	894	-	1015	726	-
Stage 2	-	-	-	-	-	-	1009	890	-	1017	729	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			8.7			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	970	1621	-	-	1627	-	-	951				
HCM Lane V/C Ratio	0.002	-	-	-	-	-	-	0.006				
HCM Control Delay (s)	8.7	0	-	-	0	-	-	8.8				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	6.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	2	1	0	9	0	0	30	0	1	1	2
Future Vol, veh/h	0	2	1	0	9	0	0	30	0	1	1	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, %	0	0	0	0	0	0	0	0	0	100	0	0
Mvmt Flow	0	2	1	0	10	0	0	33	0	1	1	2
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	10	0	0	3	0	0	15	13	3	29	13	10
Stage 1	-	-	-	-	-	-	3	3	-	10	10	-
Stage 2	-	-	-	-	-	-	12	10	-	19	3	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	8.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	7.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	4.4	4	3.3
Pot Cap-1 Maneuver	1623	-	-	1632	-	-	1006	885	1087	780	885	1077
Stage 1	-	-	-	-	-	-	1025	897	-	807	891	-
Stage 2	-	-	-	-	-	-	1014	891	-	797	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1623	-	-	1632	-	-	1003	885	1087	758	885	1077
Mov Cap-2 Maneuver	-	-	-	-	-	-	1003	885	-	758	885	-
Stage 1	-	-	-	-	-	-	1025	897	-	807	891	-
Stage 2	-	-	-	-	-	-	1011	891	-	768	897	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.2			8.9		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	885	1623	-	-	1632	-	-	929				
HCM Lane V/C Ratio	0.037	-	-	-	-	-	-	0.005				
HCM Control Delay (s)	9.2	0	-	-	0	-	-	8.9				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Intersection												
Int Delay, s/veh	7.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	7	0	0	10	0	0	26	1	2	5	95
Future Vol, veh/h	0	7	0	0	10	0	0	26	1	2	5	95
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, %	0	0	0	0	10	0	0	0	0	0	100	0
Mvmt Flow	0	8	0	0	11	0	0	28	1	2	5	103
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	8	0	0	73	19	8	34	19	11
Stage 1	-	-	-	-	-	-	8	8	-	11	11	-
Stage 2	-	-	-	-	-	-	65	11	-	23	8	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	7.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.9	3.3
Pot Cap-1 Maneuver	1621	-	-	1625	-	-	923	879	1080	978	715	1076
Stage 1	-	-	-	-	-	-	1019	893	-	1015	726	-
Stage 2	-	-	-	-	-	-	951	890	-	1000	728	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1621	-	-	1625	-	-	830	879	1080	953	715	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	830	879	-	953	715	-
Stage 1	-	-	-	-	-	-	1019	893	-	1015	726	-
Stage 2	-	-	-	-	-	-	853	890	-	967	728	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			9.2			8.8		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	885	1621	-	-	1625	-	-	1047				
HCM Lane V/C Ratio	0.033	-	-	-	-	-	-	0.106				
HCM Control Delay (s)	9.2	0	-	-	0	-	-	8.8				
HCM Lane LOS	A	A	-	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4				

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	2	1	6	1	0
Future Vol, veh/h	3	2	1	6	1	0
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, %	31	31	31	31	31	31
Mvmt Flow	3	2	1	7	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	13	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.41	-	6.71	6.51
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.479	-	3.779	3.579
Pot Cap-1 Maneuver	-	-	1446	-	936	1001
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	935	1001
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	943	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		8.9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	935	-	-	1446	-	
HCM Lane V/C Ratio	0.001	-	-	0.001	-	
HCM Control Delay (s)	8.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	1	2	3	0	1
Future Vol, veh/h	9	1	2	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	13	13	0
Mvmt Flow	10	1	2	3	0	1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	11
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.23
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.317
Pot Cap-1 Maneuver	-	-	1539
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1539
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	8.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1076	-	-	1539	-
HCM Lane V/C Ratio	0.001	-	-	0.001	-
HCM Control Delay (s)	8.3	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	3	2	1	6	1	0
Future Vol, veh/h	3	2	1	6	1	0
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, %	31	31	31	31	31	31
Mvmt Flow	3	2	1	7	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	5	0	13	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	9	-
Critical Hdwy	-	-	4.41	-	6.71	6.51
Critical Hdwy Stg 1	-	-	-	-	5.71	-
Critical Hdwy Stg 2	-	-	-	-	5.71	-
Follow-up Hdwy	-	-	2.479	-	3.779	3.579
Pot Cap-1 Maneuver	-	-	1446	-	936	1001
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1446	-	935	1001
Mov Cap-2 Maneuver	-	-	-	-	935	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	943	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		8.9	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	935	-	-	1446	-	
HCM Lane V/C Ratio	0.001	-	-	0.001	-	
HCM Control Delay (s)	8.9	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	1	2	3	0	1
Future Vol, veh/h	10	1	2	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	13	13	0
Mvmt Flow	11	1	2	3	0	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	12	0	19	12
Stage 1	-	-	-	-	12	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	-	-	4.23	-	6.53	6.2
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	2.317	-	3.617	3.3
Pot Cap-1 Maneuver	-	-	1538	-	971	1074
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	988	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1538	-	970	1074
Mov Cap-2 Maneuver	-	-	-	-	970	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	987	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		2.9		8.4	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1074	-	-	1538	-	
HCM Lane V/C Ratio	0.001	-	-	0.001	-	
HCM Control Delay (s)	8.4	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	4	5	2	2
Future Vol, veh/h	0	1	4	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	50	0
Mvmt Flow	0	1	4	5	2	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	9	0	8
Stage 1	-	-	7
Stage 2	-	-	1
Critical Hdwy	4.1	-	6.9
Critical Hdwy Stg 1	-	-	5.9
Critical Hdwy Stg 2	-	-	5.9
Follow-up Hdwy	2.2	-	3.95
Pot Cap-1 Maneuver	1624	-	901
Stage 1	-	-	904
Stage 2	-	-	910
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1624	-	901
Mov Cap-2 Maneuver	-	-	901
Stage 1	-	-	904
Stage 2	-	-	910

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)	1624	-	-	-	983
HCM Lane V/C Ratio	-	-	-	-	0.004
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	3	2	1	4	1
Future Vol, veh/h	5	3	2	1	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	33	50	0	25	0
Mvmt Flow	5	3	2	1	4	1
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	3	0	-	0	16	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.3	-	-	-	6.65	6.2
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	2.38	-	-	-	3.725	3.3
Pot Cap-1 Maneuver	1509	-	-	-	946	1087
Stage 1	-	-	-	-	963	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1509	-	-	-	943	1087
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	953	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.6	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1509	-	-	-	969	
HCM Lane V/C Ratio	0.004	-	-	-	0.006	
HCM Control Delay (s)	7.4	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	4	5	2	2
Future Vol, veh/h	0	1	4	5	2	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	50	0
Mvmt Flow	0	1	4	5	2	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	9	0	-	0	8	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	4.1	-	-	-	6.9	6.2
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.2	-	-	-	3.95	3.3
Pot Cap-1 Maneuver	1624	-	-	-	901	1081
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	910	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1624	-	-	-	901	1081
Mov Cap-2 Maneuver	-	-	-	-	901	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	910	-
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)	1624	-	-	-	983	
HCM Lane V/C Ratio	-	-	-	-	0.004	
HCM Control Delay (s)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	4	2	1	4	1
Future Vol, veh/h	5	4	2	1	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	33	50	0	25	0
Mvmt Flow	5	4	2	1	4	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	3	0	0 17 3
Stage 1	-	-	- 3 -
Stage 2	-	-	- 14 -
Critical Hdwy	4.3	-	- 6.65 6.2
Critical Hdwy Stg 1	-	-	- 5.65 -
Critical Hdwy Stg 2	-	-	- 5.65 -
Follow-up Hdwy	2.38	-	- 3.725 3.3
Pot Cap-1 Maneuver	1509	-	- 945 1087
Stage 1	-	-	- 963 -
Stage 2	-	-	- 952 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1509	-	- 942 1087
Mov Cap-2 Maneuver	-	-	- 942 -
Stage 1	-	-	- 960 -
Stage 2	-	-	- 952 -

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1509	-	-	-	968
HCM Lane V/C Ratio	0.004	-	-	-	0.006
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	23	32	1
Future Vol, veh/h	2	3	2	23	32	1
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	92	92	92	92	92	92
Heavy Vehicles, %	0	33	50	0	6	2
Mvmt Flow	2	3	2	25	35	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	65	36	36	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.65	-	-	-
Pot Cap-1 Maneuver	946	955	1315	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	944	955	1315	-	-	-
Mov Cap-2 Maneuver	944	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1315	-	951	-	-	
HCM Lane V/C Ratio	0.002	-	0.006	-	-	
HCM Control Delay (s)	7.7	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1	2	50	61	1
Future Vol, veh/h	0	1	2	50	61	1
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	2	54	66	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	125	67	67	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	875	1002	1547	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	874	1002	1547	-	-	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1547	-	1002	-	-	
HCM Lane V/C Ratio	0.001	-	0.001	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	3	2	440	269	1
Future Vol, veh/h	2	3	2	440	269	1
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	92	92	92	92	92	92
Heavy Vehicles, %	0	33	50	0	6	2
Mvmt Flow	2	3	2	478	292	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	775	293	293	0	-	0
Stage 1	293	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.6	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.65	-	-	-
Pot Cap-1 Maneuver	369	679	1039	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	679	1039	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1039	-	507	-	-	
HCM Lane V/C Ratio	0.002	-	0.011	-	-	
HCM Control Delay (s)	8.5	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	2	366	558	1
Future Vol, veh/h	0	2	2	366	558	1
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	2	398	607	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1010	608	608	0	-	0
Stage 1	608	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	268	499	980	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	267	499	980	-	-	-
Mov Cap-2 Maneuver	267	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	980	-	499	-	-	
HCM Lane V/C Ratio	0.002	-	0.004	-	-	
HCM Control Delay (s)	8.7	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	1	222	356	0
Future Vol, veh/h	2	4	1	222	356	0
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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2	4	1	241	387	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	630	387	387	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	438	650	1145	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	438	650	1145	-	-	-
Mov Cap-2 Maneuver	438	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	786	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1145	-	560	-	-	
HCM Lane V/C Ratio	0.001	-	0.012	-	-	
HCM Control Delay (s)	8.1	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	8	463	298	3
Future Vol, veh/h	0	4	8	463	298	3
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	4	9	503	324	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	847	326	327	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	331	713	1227	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	328	713	1227	-	-	-
Mov Cap-2 Maneuver	328	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.1	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1227	-	713	-	-	
HCM Lane V/C Ratio	0.007	-	0.006	-	-	
HCM Control Delay (s)	8	0	10.1	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	1	1426	1137	0
Future Vol, veh/h	2	4	1	1426	1137	0
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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2	4	1	1550	1236	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2788	1236	1236	0	-	0
Stage 1	1236	-	-	-	-	-
Stage 2	1552	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	20	210	547	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	210	547	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	87.5	0		0		
HCM LOS	F					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	547	-	50	-	-	
HCM Lane V/C Ratio	0.002	-	0.13	-	-	
HCM Control Delay (s)	11.6	0	87.5	-	-	
HCM Lane LOS	B	A	F	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	8	1437	1580	3
Future Vol, veh/h	0	4	8	1437	1580	3
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	4	9	1562	1717	3
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3299	1719	1720	0	-	0
Stage 1	1719	-	-	-	-	-
Stage 2	1580	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	9	110	365	-	-	-
Stage 1	158	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	7	110	365	-	-	-
Mov Cap-2 Maneuver	7	-	-	-	-	-
Stage 1	129	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	39.1		0.1		0	
HCM LOS	E					
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	SBT	SBR
Capacity (veh/h)	365		-	110	-	-
HCM Lane V/C Ratio	0.024		-	0.04	-	-
HCM Control Delay (s)	15.1		0	39.1	-	-
HCM Lane LOS	C		A	E	-	-
HCM 95th %tile Q(veh)	0.1		-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	1	1426	1137	0
Future Vol, veh/h	2	4	1	1426	1137	0
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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2	4	1	1550	1236	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2013	618	1236	0	-	0
Stage 1	1236	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.94	7.04	4.24	-	-	-
Critical Hdwy Stg 1	5.94	-	-	-	-	-
Critical Hdwy Stg 2	5.94	-	-	-	-	-
Follow-up Hdwy	3.57	3.37	2.27	-	-	-
Pot Cap-1 Maneuver	48	420	533	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	420	533	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	38.2	0.1		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	533	-	115	-	-	
HCM Lane V/C Ratio	0.002	-	0.057	-	-	
HCM Control Delay (s)	11.8	0.1	38.2	-	-	
HCM Lane LOS	B	A	E	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	8	1437	1580	3
Future Vol, veh/h	0	4	8	1437	1580	3
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	4	9	1562	1717	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2518	860	1720	0	-	0
Stage 1	1719	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Critical Hdwy	6.86	6.96	4.16	-	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.23	-	-	-
Pot Cap-1 Maneuver	23	297	360	-	-	-
Stage 1	129	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	19	297	360	-	-	-
Mov Cap-2 Maneuver	19	-	-	-	-	-
Stage 1	105	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.3	1.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	360	-	297	-	-	
HCM Lane V/C Ratio	0.024	-	0.015	-	-	
HCM Control Delay (s)	15.2	1.4	17.3	-	-	
HCM Lane LOS	C	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	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	1	4	0	3	9	11	3	56	5	6	45	0
Future Vol, veh/h	1	4	0	3	9	11	3	56	5	6	45	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	4	0	3	10	12	3	61	5	7	49	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	144	135	49	135	133	64	49	0	0	66	0	0
Stage 1	63	63	-	70	70	-	-	-	-	-	-	-
Stage 2	81	72	-	65	63	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	823	754	1017	834	756	998	1551	-	-	1529	-	-
Stage 1	945	840	-	937	835	-	-	-	-	-	-	-
Stage 2	925	833	-	943	840	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	801	749	1017	826	751	998	1551	-	-	1529	-	-
Mov Cap-2 Maneuver	801	749	-	826	751	-	-	-	-	-	-	-
Stage 1	943	836	-	935	833	-	-	-	-	-	-	-
Stage 2	901	831	-	933	836	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		9.3		0.3		0.9					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1551	-	-	759	863	1529	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.007	0.029	0.004	-	-				
HCM Control Delay (s)	7.3	0	-	9.8	9.3	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	7	2	4	9	8	3	61	6	10	47	0
Future Vol, veh/h	1	7	2	4	9	8	3	61	6	10	47	0
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	2	4	10	9	3	66	7	11	51	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	158	152	51	154	149	70	51	0	0	73	0	0
Stage 1	73	73	-	76	76	-	-	-	-	-	-	-
Stage 2	85	79	-	78	73	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	808	740	1017	813	743	993	1555	-	-	1527	-	-
Stage 1	937	834	-	933	832	-	-	-	-	-	-	-
Stage 2	923	829	-	931	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	787	733	1017	799	736	993	1555	-	-	1527	-	-
Mov Cap-2 Maneuver	787	733	-	799	736	-	-	-	-	-	-	-
Stage 1	935	828	-	931	830	-	-	-	-	-	-	-
Stage 2	902	827	-	914	828	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.7		9.5		0.3		1.3					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1555	-	-	782	830	1527	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.014	0.028	0.007	-	-				
HCM Control Delay (s)	7.3	0	-	9.7	9.5	7.4	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-				

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	4	0	3	9	11	4	761	5	6	393	1
Future Vol, veh/h	4	4	0	3	9	11	4	761	5	6	393	1
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	4	0	3	10	12	4	827	5	7	427	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1291	1282	428	1282	1280	830	428	0	0	832	0	0
Stage 1	442	442	-	838	838	-	-	-	-	-	-	-
Stage 2	849	840	-	444	442	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.13	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.527	4.027	3.327	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	139	165	625	141	165	368	1126	-	-	796	-	-
Stage 1	592	575	-	359	380	-	-	-	-	-	-	-
Stage 2	354	379	-	591	575	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	162	625	136	162	368	1126	-	-	796	-	-
Mov Cap-2 Maneuver	126	162	-	136	162	-	-	-	-	-	-	-
Stage 1	588	568	-	356	377	-	-	-	-	-	-	-
Stage 2	331	376	-	579	568	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	32		24		0		0.1					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1126	-	-	142	214	796	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.061	0.117	0.008	-	-				
HCM Control Delay (s)	8.2	0	-	32	24	9.6	0	-				
HCM Lane LOS	A	A	-	D	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0	-	-				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	8	3	4	12	8	4	267	6	10	1155	2
Future Vol, veh/h	2	8	3	4	12	8	4	267	6	10	1155	2
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	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	2	9	3	4	13	9	4	290	7	11	1255	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1591	1583	1256	1586	1581	294	1257	0	0	297	0	0
Stage 1	1278	1278	-	302	302	-	-	-	-	-	-	-
Stage 2	313	305	-	1284	1279	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	87	109	209	87	109	745	553	-	-	1264	-	-
Stage 1	204	237	-	707	664	-	-	-	-	-	-	-
Stage 2	698	662	-	202	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	105	209	78	105	745	553	-	-	1264	-	-
Mov Cap-2 Maneuver	76	105	-	78	105	-	-	-	-	-	-	-
Stage 1	202	230	-	701	658	-	-	-	-	-	-	-
Stage 2	670	656	-	186	230	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	42.1		37.6		0.2		0.1					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	553	-	-	111	136	1264	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.127	0.192	0.009	-	-				
HCM Control Delay (s)	11.6	0	-	42.1	37.6	7.9	0	-				
HCM Lane LOS	B	A	-	E	E	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.7	0	-	-				

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	4	5	23	0	5	0	2	1	0	0
Future Vol, veh/h	1	14	4	5	23	0	5	0	2	1	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	15	4	5	25	0	5	0	2	1	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7.1	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	71%	5%	18%	100%
Vol Thru, %	0%	74%	82%	0%
Vol Right, %	29%	21%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	19	28	1
LT Vol	5	1	5	1
Through Vol	0	14	23	0
RT Vol	2	4	0	0
Lane Flow Rate	8	21	30	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.023	0.034	0.001
Departure Headway (Hd)	4.062	3.924	4.068	4.296
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	916	884	833
Service Time	2.086	1.934	2.077	2.321
HCM Lane V/C Ratio	0.009	0.023	0.034	0.001
HCM Control Delay	7.1	7	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	25	4	3	28	0	4	2	1	0	1	0
Future Vol, veh/h	0	25	4	3	28	0	4	2	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	27	4	3	30	0	4	2	1	0	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.1	7.1	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	0%	10%	0%
Vol Thru, %	29%	86%	90%	100%
Vol Right, %	14%	14%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	29	31	1
LT Vol	4	0	3	0
Through Vol	2	25	28	1
RT Vol	1	4	0	0
Lane Flow Rate	8	32	34	1
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.034	0.037	0.001
Departure Headway (Hd)	4.043	3.858	3.958	4.019
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	931	908	890
Service Time	2.068	1.868	1.967	2.046
HCM Lane V/C Ratio	0.009	0.034	0.037	0.001
HCM Control Delay	7.1	7	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	14	4	5	23	0	5	30	2	2	0	0
Future Vol, veh/h	1	14	4	5	23	0	5	30	2	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	1	15	4	5	25	0	5	33	2	2	0	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.3	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	5%	18%	100%
Vol Thru, %	81%	74%	82%	0%
Vol Right, %	5%	21%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	19	28	2
LT Vol	5	1	5	2
Through Vol	30	14	23	0
RT Vol	2	4	0	0
Lane Flow Rate	40	21	30	2
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.023	0.035	0.003
Departure Headway (Hd)	4.086	3.984	4.128	4.321
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	898	867	827
Service Time	2.112	2.012	2.153	2.355
HCM Lane V/C Ratio	0.046	0.023	0.035	0.002
HCM Control Delay	7.3	7.1	7.3	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	26	4	3	31	0	4	27	1	4	1	0
Future Vol, veh/h	0	26	4	3	31	0	4	27	1	4	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	28	4	3	34	0	4	29	1	4	1	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.2	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	0%	9%	80%
Vol Thru, %	84%	87%	91%	20%
Vol Right, %	3%	13%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	30	34	5
LT Vol	4	0	3	4
Through Vol	27	26	31	1
RT Vol	1	4	0	0
Lane Flow Rate	35	33	37	5
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.035	0.041	0.006
Departure Headway (Hd)	4.031	3.918	4.013	4.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	913	892	849
Service Time	2.059	1.943	2.036	2.242
HCM Lane V/C Ratio	0.039	0.036	0.041	0.006
HCM Control Delay	7.2	7.1	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	15	25	1	2	1
Future Vol, veh/h	1	15	25	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	16	27	1	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	28	0	46
Stage 1	-	-	28
Stage 2	-	-	18
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1599	-	969
Stage 1	-	-	1000
Stage 2	-	-	1010
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1599	-	968
Mov Cap-2 Maneuver	-	-	968
Stage 1	-	-	999
Stage 2	-	-	1010

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	995
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	28	33	2	0	0
Future Vol, veh/h	0	28	33	2	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	0	30	36	2	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	38	0	67
Stage 1	-	-	37
Stage 2	-	-	30
Critical Hdwy	4.1	-	6.4
Critical Hdwy Stg 1	-	-	5.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	2.2	-	3.5
Pot Cap-1 Maneuver	1585	-	943
Stage 1	-	-	991
Stage 2	-	-	998
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1585	-	943
Mov Cap-2 Maneuver	-	-	943
Stage 1	-	-	991
Stage 2	-	-	998

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	16	25	1	2	1
Future Vol, veh/h	1	16	25	1	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	17	27	1	2	1

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	28	0	0 47 28
Stage 1	-	-	- 28 -
Stage 2	-	-	- 19 -
Critical Hdwy	4.1	-	- 6.4 6.2
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.4 -
Follow-up Hdwy	2.2	-	- 3.5 3.3
Pot Cap-1 Maneuver	1599	-	- 968 1053
Stage 1	-	-	- 1000 -
Stage 2	-	-	- 1009 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1599	-	- 967 1053
Mov Cap-2 Maneuver	-	-	- 967 -
Stage 1	-	-	- 999 -
Stage 2	-	-	- 1009 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1599	-	-	-	994
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	36	2	0	0
Future Vol, veh/h	0	33	36	2	0	0
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, %	0	0	0	0	0	0
Mvmt Flow	0	36	39	2	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	41	0	-	0	76	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	36	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1581	-	-	-	932	1037
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	992	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1581	-	-	-	932	1037
Mov Cap-2 Maneuver	-	-	-	-	932	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	992	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1581	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	4	1	25	1	0
Future Vol, veh/h	13	4	1	25	1	0
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	5	5	5	5
Mvmt Flow	14	4	1	27	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	45	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1579	-	958	1055
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1579	-	957	1055
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	985	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		8.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	957	-	-	1579	-	
HCM Lane V/C Ratio	0.001	-	-	0.001	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	2	1	29	4	1
Future Vol, veh/h	26	2	1	29	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	2	1	32	4	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	63	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1596	-	948	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	947	1052
Mov Cap-2 Maneuver	-	-	-	-	947	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	993	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	966	-	-	1596	-	
HCM Lane V/C Ratio	0.006	-	-	0.001	-	
HCM Control Delay (s)	8.7	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	13	5	1	25	1	0
Future Vol, veh/h	13	5	1	25	1	0
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	5	5	5	5
Mvmt Flow	14	5	1	27	1	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	19	0	46	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	29	-
Critical Hdwy	-	-	4.15	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.245	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	1578	-	957	1053
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1578	-	956	1053
Mov Cap-2 Maneuver	-	-	-	-	956	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	985	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.3		8.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	956	-	-	1578	-	
HCM Lane V/C Ratio	0.001	-	-	0.001	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	6	1	32	4	1
Future Vol, veh/h	27	6	1	32	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	7	1	35	4	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	36	0	70	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1588	-	939	1046
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1588	-	938	1046
Mov Cap-2 Maneuver	-	-	-	-	938	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	990	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		8.8	
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	958	-	-	1588	-	
HCM Lane V/C Ratio	0.006	-	-	0.001	-	
HCM Control Delay (s)	8.8	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	17	7	8	2
Future Vol, veh/h	1	17	17	7	8	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	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	1	18	18	8	9	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	0 42 22
Stage 1	-	-	- 22 -
Stage 2	-	-	- 20 -
Critical Hdwy	4.18	-	- 6.48 6.28
Critical Hdwy Stg 1	-	-	- 5.48 -
Critical Hdwy Stg 2	-	-	- 5.48 -
Follow-up Hdwy	2.272	-	- 3.572 3.372
Pot Cap-1 Maneuver	1550	-	- 954 1038
Stage 1	-	-	- 985 -
Stage 2	-	-	- 987 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1550	-	- 953 1038
Mov Cap-2 Maneuver	-	-	- 953 -
Stage 1	-	-	- 984 -
Stage 2	-	-	- 987 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1550	-	-	-	969
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	17	7	8	2
Future Vol, veh/h	1	17	17	7	8	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	18	18	8	9	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	26	0	0 42 22
Stage 1	-	-	- 22 -
Stage 2	-	-	- 20 -
Critical Hdwy	4.13	-	- 6.43 6.23
Critical Hdwy Stg 1	-	-	- 5.43 -
Critical Hdwy Stg 2	-	-	- 5.43 -
Follow-up Hdwy	2.227	-	- 3.527 3.327
Pot Cap-1 Maneuver	1582	-	- 967 1052
Stage 1	-	-	- 998 -
Stage 2	-	-	- 1000 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1582	-	- 966 1052
Mov Cap-2 Maneuver	-	-	- 966 -
Stage 1	-	-	- 997 -
Stage 2	-	-	- 1000 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	982
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	17	17	7	8	2
Future Vol, veh/h	1	17	17	7	8	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	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	1	18	18	8	9	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	26	0	-	0	42	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.18	-	-	-	6.48	6.28
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.272	-	-	-	3.572	3.372
Pot Cap-1 Maneuver	1550	-	-	-	954	1038
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	987	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	953	1038
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	987	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1550	-	-	-	969	
HCM Lane V/C Ratio	0.001	-	-	-	0.011	
HCM Control Delay (s)	7.3	0	-	-	8.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	24	31	6	8	2
Future Vol, veh/h	4	24	31	6	8	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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	26	34	7	9	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	41	0	-	0	72	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1562	-	-	-	930	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	986	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1562	-	-	-	927	1031
Mov Cap-2 Maneuver	-	-	-	-	927	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	986	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1562	-	-	-	946	
HCM Lane V/C Ratio	0.003	-	-	-	0.011	
HCM Control Delay (s)	7.3	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	25	4	4	16	15	2	14	6	24	18	5
Future Vol, veh/h	6	25	4	4	16	15	2	14	6	24	18	5
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	7	27	4	4	17	16	2	15	7	26	20	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.2	7.2	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	17%	11%	51%
Vol Thru, %	64%	71%	46%	38%
Vol Right, %	27%	11%	43%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	35	35	47
LT Vol	2	6	4	24
Through Vol	14	25	16	18
RT Vol	6	4	15	5
Lane Flow Rate	24	38	38	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.044	0.042	0.06
Departure Headway (Hd)	4.045	4.143	3.943	4.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	859	902	848
Service Time	2.093	2.191	1.992	2.248
HCM Lane V/C Ratio	0.027	0.044	0.042	0.06
HCM Control Delay	7.2	7.4	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection

Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	20	4	4	31	24	4	22	4	33	13	3
Future Vol, veh/h	3	20	4	4	31	24	4	22	4	33	13	3
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	22	4	4	34	26	4	24	4	36	14	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	11%	7%	67%
Vol Thru, %	73%	74%	53%	27%
Vol Right, %	13%	15%	41%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	30	27	59	49
LT Vol	4	3	4	33
Through Vol	22	20	31	13
RT Vol	4	4	24	3
Lane Flow Rate	33	29	64	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.033	0.069	0.062
Departure Headway (Hd)	4.083	4.065	3.874	4.219
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	874	918	845
Service Time	2.133	2.12	1.925	2.263
HCM Lane V/C Ratio	0.038	0.033	0.07	0.063
HCM Control Delay	7.3	7.3	7.2	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	71.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	25	4	200	16	15	2	431	286	24	255	5
Future Vol, veh/h	6	25	4	200	16	15	2	431	286	24	255	5
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	7	27	4	217	17	16	2	468	311	26	277	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	16.6	113.5	16.2
HCM LOS	B	C	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	17%	87%	8%
Vol Thru, %	60%	71%	7%	90%
Vol Right, %	40%	11%	6%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	719	35	231	284
LT Vol	2	6	200	24
Through Vol	431	25	16	255
RT Vol	286	4	15	5
Lane Flow Rate	782	38	251	309
Geometry Grp	1	1	1	1
Degree of Util (X)	1.173	0.078	0.473	0.523
Departure Headway (Hd)	5.402	7.91	7.23	6.383
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	456	502	568
Service Time	3.413	5.91	5.23	4.383
HCM Lane V/C Ratio	1.15	0.083	0.5	0.544
HCM Control Delay	113.5	11.6	16.6	16.2
HCM Lane LOS	F	B	C	C
HCM 95th-tile Q	25.7	0.3	2.5	3

Intersection	
Intersection Delay, s/veh	125.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	21	4	457	34	24	4	338	221	34	510	3
Future Vol, veh/h	3	21	4	457	34	24	4	338	221	34	510	3
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	23	4	497	37	26	4	367	240	37	554	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.3	116.9	130.6	134.3
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	11%	89%	6%
Vol Thru, %	60%	75%	7%	93%
Vol Right, %	39%	14%	5%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	563	28	515	547
LT Vol	4	3	457	34
Through Vol	338	21	34	510
RT Vol	221	4	24	3
Lane Flow Rate	612	30	560	595
Geometry Grp	1	1	1	1
Degree of Util (X)	1.189	0.081	1.148	1.196
Departure Headway (Hd)	7.781	11.272	8.046	8.024
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	471	320	453	458
Service Time	5.781	9.272	6.046	6.024
HCM Lane V/C Ratio	1.299	0.094	1.236	1.299
HCM Control Delay	130.6	15.3	116.9	134.3
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	20.8	0.3	18.6	20.7

Intersection				
Intersection Delay, s/veh	9.7			
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	38	250	781	308
Demand Flow Rate, veh/h	40	267	836	329
Vehicles Circulating, veh/h	556	510	64	252
Vehicles Exiting, veh/h	25	390	532	525
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	8.6	11.5	6.7
Approach LOS	A	A	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	40	267	836	329
Cap Entry Lane, veh/h	783	820	1293	1067
Entry HV Adj Factor	0.953	0.936	0.934	0.935
Flow Entry, veh/h	38	250	781	308
Cap Entry, veh/h	746	767	1208	998
V/C Ratio	0.051	0.326	0.647	0.308
Control Delay, s/veh	5.3	8.6	11.5	6.7
LOS	A	A	B	A
95th %tile Queue, veh	0	1	5	1

Intersection				
Intersection Delay, s/veh	14.2			
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	30	560	611	594
Demand Flow Rate, veh/h	30	572	623	606
Vehicles Circulating, veh/h	1110	381	64	549
Vehicles Exiting, veh/h	45	306	1076	404
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.1	13.0	7.9	22.2
Approach LOS	A	B	A	C
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	30	572	623	606
Cap Entry Lane, veh/h	445	936	1293	788
Entry HV Adj Factor	0.985	0.979	0.980	0.980
Flow Entry, veh/h	30	560	611	594
Cap Entry, veh/h	438	916	1267	773
V/C Ratio	0.067	0.611	0.482	0.769
Control Delay, s/veh	9.1	13.0	7.9	22.2
LOS	A	B	A	C
95th %tile Queue, veh	0	4	3	7

Intersection

Intersection Delay, s/veh 7.5

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	41	26	21	42	0	10	0	9	2	1	1
Future Vol, veh/h	0	41	26	21	42	0	10	0	9	2	1	1
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
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	45	28	23	46	0	11	0	10	2	1	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.7	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	53%	0%	33%	50%
Vol Thru, %	0%	61%	67%	25%
Vol Right, %	47%	39%	0%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	67	63	4
LT Vol	10	0	21	2
Through Vol	0	41	42	1
RT Vol	9	26	0	1
Lane Flow Rate	21	73	68	4
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.08	0.081	0.005
Departure Headway (Hd)	4.156	3.949	4.252	4.298
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	853	906	842	824
Service Time	2.224	1.979	2.278	2.37
HCM Lane V/C Ratio	0.025	0.081	0.081	0.005
HCM Control Delay	7.3	7.3	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0

Intersection

Intersection Delay, s/veh 7.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	21	33	11	41	1	34	4	20	2	4	2
Future Vol, veh/h	0	21	33	11	41	1	34	4	20	2	4	2
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	23	36	12	45	1	37	4	22	2	4	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.4	7.4	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	0%	21%	25%
Vol Thru, %	7%	39%	77%	50%
Vol Right, %	34%	61%	2%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	54	53	8
LT Vol	34	0	11	2
Through Vol	4	21	41	4
RT Vol	20	33	1	2
Lane Flow Rate	63	59	58	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.06	0.066	0.01
Departure Headway (Hd)	4.017	3.702	4.1	4.049
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	962	870	877
Service Time	2.063	1.746	2.139	2.106
HCM Lane V/C Ratio	0.071	0.061	0.067	0.01
HCM Control Delay	7.4	7	7.4	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

Intersection

Intersection Delay, s/veh 10.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	328	30	10	217	0	10	3	9	2	6	1
Future Vol, veh/h	2	328	30	10	217	0	10	3	9	2	6	1
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
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	2	357	33	11	236	0	11	3	10	2	7	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.4	9.7	8.6	8.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	1%	4%	22%
Vol Thru, %	14%	91%	96%	67%
Vol Right, %	41%	8%	0%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	360	227	9
LT Vol	10	2	10	2
Through Vol	3	328	217	6
RT Vol	9	30	0	1
Lane Flow Rate	24	391	247	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.477	0.314	0.015
Departure Headway (Hd)	5.362	4.391	4.585	5.521
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	667	822	785	647
Service Time	3.4	2.407	2.604	3.562
HCM Lane V/C Ratio	0.036	0.476	0.315	0.015
HCM Control Delay	8.6	11.4	9.7	8.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	2.6	1.3	0

Intersection

Intersection Delay, s/veh 14.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	240	33	19	498	1	34	4	21	2	4	2
Future Vol, veh/h	0	240	33	19	498	1	34	4	21	2	4	2
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	261	36	21	541	1	37	4	23	2	4	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	16.9	9.4	9
HCM LOS	B	C	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	0%	4%	25%
Vol Thru, %	7%	88%	96%	50%
Vol Right, %	36%	12%	0%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	273	518	8
LT Vol	34	0	19	2
Through Vol	4	240	498	4
RT Vol	21	33	1	2
Lane Flow Rate	64	297	563	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.381	0.693	0.014
Departure Headway (Hd)	5.667	4.62	4.431	5.786
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	628	777	816	613
Service Time	3.744	2.664	2.467	3.878
HCM Lane V/C Ratio	0.102	0.382	0.69	0.015
HCM Control Delay	9.4	10.5	16.9	9
HCM Lane LOS	A	B	C	A
HCM 95th-tile Q	0.3	1.8	5.7	0

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	3	41	21	5	2	10	203	13	1	380	6
Future Vol, veh/h	2	3	41	21	5	2	10	203	13	1	380	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	190	-	-	-
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	2	3	45	23	5	2	11	221	14	1	413	7
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	673	676	417	686	665	221	420	0	0	235	0	0
Stage 1	419	419	-	243	243	-	-	-	-	-	-	-
Stage 2	254	257	-	443	422	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	362	369	625	355	374	806	1113	-	-	1303	-	-
Stage 1	602	582	-	750	696	-	-	-	-	-	-	-
Stage 2	739	686	-	584	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	354	365	625	324	370	806	1113	-	-	1303	-	-
Mov Cap-2 Maneuver	354	365	-	324	370	-	-	-	-	-	-	-
Stage 1	595	581	-	742	688	-	-	-	-	-	-	-
Stage 2	723	678	-	539	579	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.8		16.4		0.4		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1113	-	-	579	346	1303	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.086	0.088	0.001	-	-				
HCM Control Delay (s)	8.3	0	-	11.8	16.4	7.8	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-	-				

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	5	6	24	15	8	4	26	408	23	2	235	3
Future Vol, veh/h	5	6	24	15	8	4	26	408	23	2	235	3
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	-	-	-	-	-	-	-	-	190	-	-	-
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	5	7	26	16	9	4	28	443	25	2	255	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	779	785	257	776	761	443	258	0	0	468	0	0
Stage 1	261	261	-	499	499	-	-	-	-	-	-	-
Stage 2	518	524	-	277	262	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	313	325	782	315	335	615	1307	-	-	1094	-	-
Stage 1	744	692	-	554	544	-	-	-	-	-	-	-
Stage 2	541	530	-	729	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	297	315	782	293	325	615	1307	-	-	1094	-	-
Mov Cap-2 Maneuver	297	315	-	293	325	-	-	-	-	-	-	-
Stage 1	722	691	-	538	528	-	-	-	-	-	-	-
Stage 2	513	515	-	697	690	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.4		17.1		0.4		0.1					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1307	-	-	526	328	1094	-	-				
HCM Lane V/C Ratio	0.022	-	-	0.072	0.089	0.002	-	-				
HCM Control Delay (s)	7.8	0	-	12.4	17.1	8.3	0	-				
HCM Lane LOS	A	A	-	B	C	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	0	-	-				

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	310	68	246	155	21	18	1316	802	39	1255	11
Future Vol, veh/h	3	310	68	246	155	21	18	1316	802	39	1255	11
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	-	-	-	-	-	-	-	-	190	-	-	-
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	3	337	74	267	168	23	20	1430	872	42	1364	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3456	3796	1370	3130	2930	1430	1376	0	0	2302	0	0
Stage 1	1454	1454	-	1470	1470	-	-	-	-	-	-	-
Stage 2	2002	2342	-	1660	1460	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	4	~ 4	175	~ 6	~ 14	161	483	-	-	209	-	-
Stage 1	158	~ 190	-	~ 154	187	-	-	-	-	-	-	-
Stage 2	75	~ 67	-	~ 120	189	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 1	175	-	~ 2	161	483	-	-	209	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 2	-	-	-	-	-	-	-
Stage 1	158	~ 27	-	~ 154	187	-	-	-	-	-	-	-
Stage 2	6	~ 67	-	-	~ 27	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s							0.1		0.8			
HCM LOS	-		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	483	-	-	-	-	209	-	-				
HCM Lane V/C Ratio	0.041	-	-	-	-	0.203	-	-				
HCM Control Delay (s)	12.8	0	-	-	-	26.6	0	-				
HCM Lane LOS	B	A	-	-	-	D	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.7	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon				

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	183	31	678	479	24	45	1546	309	57	1527	3
Future Vol, veh/h	5	183	31	678	479	24	45	1546	309	57	1527	3
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	-	-	-	-	-	-	-	-	190	-	-	-
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	5	199	34	737	521	26	49	1680	336	62	1660	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	4006	3900	1662	3680	3565	1680	1663	0	0	2016	0	0
Stage 1	1786	1786	-	1778	1778	-	-	-	-	-	-	-
Stage 2	2220	2114	-	1902	1787	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	~ 1	~ 3	120	~ 3	~ 6	117	387	-	-	282	-	-
Stage 1	104	~ 134	-	~ 105	~ 135	-	-	-	-	-	-	-
Stage 2	58	~ 91	-	~ 89	~ 134	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	120	-	0	117	387	-	-	282	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	104	0	-	~ 105	~ 135	-	-	-	-	-	-	-
Stage 2	-	~ 91	-	-	0	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s					0.4		0.8					
HCM LOS	-		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	387	-	-	-	-	282	-	-				
HCM Lane V/C Ratio	0.126	-	-	-	-	0.22	-	-				
HCM Control Delay (s)	15.6	0	-	-	-	21.3	0	-				
HCM Lane LOS	C	A	-	-	-	C	A	-				
HCM 95th %tile Q(veh)	0.4	-	-	-	-	0.8	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary
241: US 421 & CR 200 S

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	310	68	246	155	21	18	1316	802	39	1255	11
Future Volume (veh/h)	3	310	68	246	155	21	18	1316	802	39	1255	11
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	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	3	337	74	267	168	23	20	1430	872	42	1364	12
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, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	37	441	96	443	479	66	195	2014	898	117	2046	18
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	3	1425	311	1816	1546	212	379	3413	1522	154	3467	30
Grp Volume(v), veh/h	414	0	0	267	0	191	20	1430	872	42	671	705
Grp Sat Flow(s),veh/h/ln	1739	0	0	908	0	1758	379	1706	1522	154	1706	1791
Q Serve(g_s), s	0.0	0.0	0.0	7.3	0.0	8.4	3.8	29.5	54.8	26.5	26.5	26.5
Cycle Q Clear(g_c), s	21.5	0.0	0.0	28.8	0.0	8.4	30.3	29.5	54.8	56.0	26.5	26.5
Prop In Lane	0.01		0.18	1.00		0.12	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	575	0	0	443	0	544	195	2014	898	117	1007	1057
V/C Ratio(X)	0.72	0.00	0.00	0.60	0.00	0.35	0.10	0.71	0.97	0.36	0.67	0.67
Avail Cap(c_a), veh/h	577	0	0	446	0	547	196	2020	901	118	1010	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.2	0.0	0.0	37.3	0.0	26.7	24.0	14.4	19.6	34.2	13.8	13.8
Incr Delay (d2), s/veh	4.3	0.0	0.0	2.3	0.0	0.4	0.2	1.2	23.0	1.8	1.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	3.3	0.0	3.5	0.3	10.7	23.0	1.0	9.8	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	0.0	39.6	0.0	27.0	24.3	15.6	42.6	36.0	15.5	15.4
LnGrp LOS	D	A	A	D	A	C	C	B	D	D	B	B
Approach Vol, veh/h	414					458		2322		1418		
Approach Delay, s/veh	35.5					34.3		25.8		16.1		
Approach LOS	D					C		C		B		
Timer - Assigned Phs	2		4			6		8				
Phs Duration (G+Y+Rc), s	63.8		35.9			63.8		35.9				
Change Period (Y+Rc), s	5.0		5.0			5.0		5.0				
Max Green Setting (Gmax), s	59.0		31.0			59.0		31.0				
Max Q Clear Time (g_c+I1), s	56.8		23.5			58.0		30.8				
Green Ext Time (p_c), s	2.0		1.5			0.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			24.5									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
241: US 421 & CR 200 S

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	183	31	678	479	24	45	1546	309	57	1527	3
Future Volume (veh/h)	5	183	31	678	479	24	45	1546	309	57	1527	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	199	34	737	521	26	49	1680	336	62	1660	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	231	39	726	724	36	91	1741	777	79	1783	3
Arrive On Green	0.15	0.15	0.15	0.21	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	13	1537	258	3456	1766	88	299	3554	1585	212	3639	7
Grp Volume(v), veh/h	238	0	0	737	0	547	49	1680	336	62	810	853
Grp Sat Flow(s),veh/h/ln	1808	0	0	1728	0	1854	299	1777	1585	212	1777	1869
Q Serve(g_s), s	3.1	0.0	0.0	21.0	0.0	24.7	6.2	45.7	13.7	3.3	42.8	42.8
Cycle Q Clear(g_c), s	12.8	0.0	0.0	21.0	0.0	24.7	49.0	45.7	13.7	49.0	42.8	42.8
Prop In Lane	0.02		0.14	1.00		0.05	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	308	0	0	726	0	760	91	1741	777	79	871	916
V/C Ratio(X)	0.77	0.00	0.00	1.02	0.00	0.72	0.54	0.96	0.43	0.79	0.93	0.93
Avail Cap(c_a), veh/h	308	0	0	726	0	760	91	1741	777	79	871	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	0.0	39.5	0.0	24.7	48.8	24.7	16.5	49.8	23.9	23.9
Incr Delay (d2), s/veh	11.5	0.0	0.0	37.4	0.0	3.3	6.4	14.1	0.4	39.4	16.3	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	6.7	0.0	0.0	12.5	0.0	11.2	1.4	21.4	4.9	2.4	20.7	21.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.1	0.0	0.0	76.9	0.0	28.0	55.2	38.8	16.9	89.2	40.2	39.6
LnGrp LOS	D	A	A	F	A	C	E	D	B	F	D	D
Approach Vol, veh/h												
238												
1284												
2065												
1725												
Approach Delay, s/veh												
53.1												
56.0												
35.6												
41.7												
Approach LOS												
D												
E												
D												
D												
Timer - Assigned Phs												
2												
3												
4												
6												
8												
Phs Duration (G+Y+Rc), s												
54.0												
26.0												
20.0												
54.0												
46.0												
Change Period (Y+Rc), s												
5.0												
5.0												
5.0												
5.0												
Max Green Setting (Gmax), s												
49.0												
21.0												
15.0												
49.0												
41.0												
Max Q Clear Time (g_c+I1), s												
51.0												
23.0												
14.8												
51.0												
26.7												
Green Ext Time (p_c), s												
0.0												
0.0												
0.0												
0.0												
3.1												
Intersection Summary												
HCM 6th Ctrl Delay												
43.3												
HCM 6th LOS												
D												

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	16	25	0	6	9
Future Vol, veh/h	6	16	25	0	6	9
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, %	10	10	10	10	10	10
Mvmt Flow	7	17	27	0	7	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	27	0	58
Stage 1	-	-	27
Stage 2	-	-	31
Critical Hdwy	4.2	-	6.5
Critical Hdwy Stg 1	-	-	5.5
Critical Hdwy Stg 2	-	-	5.5
Follow-up Hdwy	2.29	-	3.59
Pot Cap-1 Maneuver	1536	-	929
Stage 1	-	-	975
Stage 2	-	-	971
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1536	-	924
Mov Cap-2 Maneuver	-	-	924
Stage 1	-	-	970
Stage 2	-	-	971

Approach	EB	WB	SB
HCM Control Delay, s	2	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1536	-	-	-	983
HCM Lane V/C Ratio	0.004	-	-	-	0.017
HCM Control Delay (s)	7.4	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	28	20	8	5	5
Future Vol, veh/h	11	28	20	8	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	12	30	22	9	5	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	31	0	0 81 27
Stage 1	-	-	- 27 -
Stage 2	-	-	- 54 -
Critical Hdwy	4.18	-	- 6.48 6.28
Critical Hdwy Stg 1	-	-	- 5.48 -
Critical Hdwy Stg 2	-	-	- 5.48 -
Follow-up Hdwy	2.272	-	- 3.572 3.372
Pot Cap-1 Maneuver	1543	-	- 907 1031
Stage 1	-	-	- 980 -
Stage 2	-	-	- 953 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1543	-	- 900 1031
Mov Cap-2 Maneuver	-	-	- 900 -
Stage 1	-	-	- 972 -
Stage 2	-	-	- 953 -

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1543	-	-	-	961
HCM Lane V/C Ratio	0.008	-	-	-	0.011
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	61.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	578	587	217	56	17	139
Future Vol, veh/h	578	587	217	56	17	139
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, %	10	10	10	10	10	10
Mvmt Flow	628	638	236	61	18	151
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	297	0	-	0	2161	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	1894	-
Critical Hdwy	4.2	-	-	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.29	-	-	-	3.59	3.39
Pot Cap-1 Maneuver	1220	-	-	-	49	753
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	124	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1220	-	-	-	~ 10	753
Mov Cap-2 Maneuver	-	-	-	-	~ 10	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	124	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.5	0		\$ 591.2		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1220	-	-	-	83	
HCM Lane V/C Ratio	0.515	-	-	-	2.043	
HCM Control Delay (s)	11	0	-	-	\$ 591.2	
HCM Lane LOS	B	A	-	-	F	
HCM 95th %tile Q(veh)	3.1	-	-	-	15	
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon						

Intersection

Int Delay, s/veh 143.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	161	283	500	17	55	626
Future Vol, veh/h	161	283	500	17	55	626
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, %	8	8	8	8	8	8
Mvmt Flow	175	308	543	18	60	680

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	561	0	0 1210 552
Stage 1	-	-	- 552 -
Stage 2	-	-	- 658 -
Critical Hdwy	4.18	-	- 6.48 6.28
Critical Hdwy Stg 1	-	-	- 5.48 -
Critical Hdwy Stg 2	-	-	- 5.48 -
Follow-up Hdwy	2.272	-	- 3.572 3.372
Pot Cap-1 Maneuver	981	-	- 196 ~ 522
Stage 1	-	-	- 565 -
Stage 2	-	-	- 504 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	981	-	- 154 ~ 522
Mov Cap-2 Maneuver	-	-	- 154 -
Stage 1	-	-	- 444 -
Stage 2	-	-	- 504 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	\$ 342.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	981	-	-	-	438
HCM Lane V/C Ratio	0.178	-	-	-	1.69
HCM Control Delay (s)	9.5	0	-	-	\$ 342.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	44.1

Notes

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

Intersection					
Intersection Delay, s/veh 8.7					
Intersection LOS A					
Approach	EB		WB		SB
Entry Lanes	2		1		2
Conflicting Circle Lanes	1		1		1
Adj Approach Flow, veh/h	1266		297		169
Demand Flow Rate, veh/h	1393		327		186
Vehicles Circulating, veh/h	20		691		260
Vehicles Exiting, veh/h	426		722		758
Ped Vol Crossing Leg, #/h	0		0		0
Ped Cap Adj	1.000		1.000		1.000
Approach Delay, s/veh	8.1		13.4		4.8
Approach LOS	A		B		A
Lane	Left	Right	Left	Left	Right
Designated Moves	L	TR	TR	L	TR
Assumed Moves	L	TR	TR	L	TR
RT Channelized					
Lane Util	0.496	0.504	1.000	0.108	0.892
Follow-Up Headway, s	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	691	702	327	20	166
Cap Entry Lane, veh/h	1395	1395	682	1121	1121
Entry HV Adj Factor	0.909	0.909	0.909	0.900	0.910
Flow Entry, veh/h	628	638	297	18	151
Cap Entry, veh/h	1267	1268	620	1009	1020
V/C Ratio	0.496	0.503	0.479	0.018	0.148
Control Delay, s/veh	8.1	8.2	13.4	3.7	4.9
LOS	A	A	B	A	A
95th %tile Queue, veh	3	3	3	0	1

Intersection					
Intersection Delay, s/veh 17.1					
Intersection LOS C					
Approach	EB		WB		SB
Entry Lanes	2		1		2
Conflicting Circle Lanes	1		1		1
Adj Approach Flow, veh/h	483		561		740
Demand Flow Rate, veh/h	522		605		799
Vehicles Circulating, veh/h	65		189		586
Vehicles Exiting, veh/h	1320		398		208
Ped Vol Crossing Leg, #/h	0		0		0
Ped Cap Adj	1.000		1.000		1.000
Approach Delay, s/veh	4.7		9.9		30.7
Approach LOS	A		A		D
Lane	Left	Right	Left	Left	Right
Designated Moves	L	TR	TR	L	TR
Assumed Moves	L	TR	TR	L	TR
RT Channelized					
Lane Util	0.362	0.638	1.000	0.081	0.919
Follow-Up Headway, s	2.535	2.535	2.609	2.535	2.535
Critical Headway, s	4.544	4.544	4.976	4.544	4.544
Entry Flow, veh/h	189	333	605	65	734
Cap Entry Lane, veh/h	1339	1339	1138	833	833
Entry HV Adj Factor	0.926	0.926	0.927	0.923	0.926
Flow Entry, veh/h	175	308	561	60	680
Cap Entry, veh/h	1239	1239	1054	769	772
V/C Ratio	0.141	0.249	0.532	0.078	0.881
Control Delay, s/veh	4.1	5.1	9.9	5.5	33.0
LOS	A	A	A	A	D
95th %tile Queue, veh	0	1	3	0	11

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	3	15	3	10	3	3	18	1	1	46	9
Future Vol, veh/h	8	3	15	3	10	3	3	18	1	1	46	9
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	9	3	16	3	11	3	3	20	1	1	50	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.2	7.3	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	31%	19%	2%
Vol Thru, %	82%	12%	62%	82%
Vol Right, %	5%	58%	19%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	26	16	56
LT Vol	3	8	3	1
Through Vol	18	3	10	46
RT Vol	1	15	3	9
Lane Flow Rate	24	28	17	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.03	0.02	0.068
Departure Headway (Hd)	4.126	3.876	4.095	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	919	870	894
Service Time	2.158	1.919	2.138	2.03
HCM Lane V/C Ratio	0.028	0.03	0.02	0.068
HCM Control Delay	7.3	7	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	14	6	0	10	1	9	57	1	3	17	10
Future Vol, veh/h	11	14	6	0	10	1	9	57	1	3	17	10
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	15	7	0	11	1	10	62	1	3	18	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.2	7.4	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	35%	0%	10%
Vol Thru, %	85%	45%	91%	57%
Vol Right, %	1%	19%	9%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	31	11	30
LT Vol	9	11	0	3
Through Vol	57	14	10	17
RT Vol	1	6	1	10
Lane Flow Rate	73	34	12	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.038	0.014	0.035
Departure Headway (Hd)	4.04	4.064	4.072	3.872
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	886	876	873	922
Service Time	2.066	2.112	2.123	1.908
HCM Lane V/C Ratio	0.082	0.039	0.014	0.036
HCM Control Delay	7.4	7.3	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	437.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	638	3	29	6	11	7	42	1090	1	2	400	51
Future Vol, veh/h	638	3	29	6	11	7	42	1090	1	2	400	51
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	693	3	32	7	12	8	46	1185	1	2	435	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	263.5	20.2	693.1	79.4
HCM LOS	F	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	95%	25%	0%
Vol Thru, %	96%	0%	46%	88%
Vol Right, %	0%	4%	29%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1133	670	24	453
LT Vol	42	638	6	2
Through Vol	1090	3	11	400
RT Vol	1	29	7	51
Lane Flow Rate	1232	728	26	492
Geometry Grp	1	1	1	1
Degree of Util (X)	2.483	1.5	0.069	0.981
Departure Headway (Hd)	8.605	9.613	15.991	10.959
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	431	386	225	335
Service Time	6.605	7.613	13.991	8.959
HCM Lane V/C Ratio	2.858	1.886	0.116	1.469
HCM Control Delay	693.1	263.5	20.2	79.4
HCM Lane LOS	F	F	C	F
HCM 95th-tile Q	82.3	30.3	0.2	10.6

Intersection	
Intersection Delay, s/veh	519.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	49	15	49	2	11	1	23	355	5	7	1280	415
Future Vol, veh/h	49	15	49	2	11	1	23	355	5	7	1280	415
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	53	16	53	2	12	1	25	386	5	8	1391	451
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.2	12.9	19.6	669.3
HCM LOS	B	B	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	43%	14%	0%
Vol Thru, %	93%	13%	79%	75%
Vol Right, %	1%	43%	7%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	383	113	14	1702
LT Vol	23	49	2	7
Through Vol	355	15	11	1280
RT Vol	5	49	1	415
Lane Flow Rate	416	123	15	1850
Geometry Grp	1	1	1	1
Degree of Util (X)	0.608	0.218	0.029	2.452
Departure Headway (Hd)	6.722	8.809	9.655	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	410	373	777
Service Time	4.722	6.809	7.655	2.825
HCM Lane V/C Ratio	0.769	0.3	0.04	2.381
HCM Control Delay	19.6	14.2	12.9	669.3
HCM Lane LOS	C	B	B	F
HCM 95th-tile Q	4	0.8	0.1	140.3

HCM 6th Signalized Intersection Summary
243: County Line Road & CR 200 S

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	638	3	29	6	11	7	42	1090	1	2	400	51
Future Volume (veh/h)	638	3	29	6	11	7	42	1090	1	2	400	51
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	693	3	32	7	12	8	46	1185	1	2	435	55
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, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	710	28	302	58	34	23	514	1151	1	57	1152	977
Arrive On Green	0.21	0.21	0.21	0.03	0.03	0.03	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	3346	133	1422	1725	1014	676	878	1809	2	457	1811	1535
Grp Volume(v), veh/h	693	0	35	7	0	20	46	0	1186	2	435	55
Grp Sat Flow(s),veh/h/ln	1673	0	1555	1725	0	1689	878	0	1811	457	1811	1535
Q Serve(g_s), s	26.2	0.0	2.3	0.5	0.0	1.5	3.4	0.0	81.0	0.0	14.6	1.7
Cycle Q Clear(g_c), s	26.2	0.0	2.3	0.5	0.0	1.5	18.0	0.0	81.0	81.0	14.6	1.7
Prop In Lane	1.00		0.91	1.00		0.40	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	710	0	330	58	0	57	514	0	1152	57	1152	977
V/C Ratio(X)	0.98	0.00	0.11	0.12	0.00	0.35	0.09	0.00	1.03	0.04	0.38	0.06
Avail Cap(c_a), veh/h	710	0	330	95	0	93	514	0	1152	57	1152	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	0.0	40.4	59.7	0.0	60.1	15.4	0.0	23.2	63.7	11.1	8.7
Incr Delay (d2), s/veh	27.9	0.0	0.1	0.9	0.0	3.6	0.1	0.0	34.3	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.9	0.2	0.0	0.7	0.7	0.0	42.6	0.1	5.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.7	0.0	40.6	60.6	0.0	63.8	15.5	0.0	57.5	63.9	11.3	8.8
LnGrp LOS	E	A	D	E	A	E	B	A	F	E	B	A
Approach Vol, veh/h	728		27			1232			492			
Approach Delay, s/veh	75.9		62.9			55.9			11.2			
Approach LOS	E		E			E			B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	86.0		32.0		86.0		9.3					
Change Period (Y+Rc), s	5.0		5.0		5.0		5.0					
Max Green Setting (Gmax), s	81.0		27.0		81.0		7.0					
Max Q Clear Time (g_c+I1), s	83.0		28.2		83.0		3.5					
Green Ext Time (p_c), s	0.0		0.0		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay	53.0											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
243: County Line Road & CR 200 S

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰↱	↱		↰↱	↱		↰↱	↱		↰↱	↱	↰↱
Traffic Volume (veh/h)	49	15	49	2	11	1	23	355	5	7	1280	415
Future Volume (veh/h)	49	15	49	2	11	1	23	355	5	7	1280	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	53	16	53	2	12	1	25	386	5	8	1391	451
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	366	40	134	85	81	7	55	1377	18	725	1398	1185
Arrive On Green	0.11	0.11	0.11	0.05	0.05	0.05	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	3483	384	1272	1795	1716	143	253	1857	24	1001	1885	1598
Grp Volume(v), veh/h	53	0	69	2	0	13	25	0	391	8	1391	451
Grp Sat Flow(s),veh/h/ln	1742	0	1656	1795	0	1859	253	0	1881	1001	1885	1598
Q Serve(g_s), s	2.0	0.0	5.5	0.2	0.0	0.9	2.1	0.0	9.6	0.4	102.9	14.4
Cycle Q Clear(g_c), s	2.0	0.0	5.5	0.2	0.0	0.9	105.0	0.0	9.6	10.0	102.9	14.4
Prop In Lane	1.00		0.77	1.00		0.08	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	366	0	174	85	0	88	55	0	1395	725	1398	1185
V/C Ratio(X)	0.14	0.00	0.40	0.02	0.00	0.15	0.46	0.00	0.28	0.01	0.99	0.38
Avail Cap(c_a), veh/h	369	0	175	190	0	197	55	0	1395	725	1398	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.6	0.0	59.1	64.3	0.0	64.7	70.6	0.0	6.0	7.6	18.0	6.6
Incr Delay (d2), s/veh	0.2	0.0	1.5	0.1	0.0	0.8	5.9	0.0	0.1	0.0	22.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.4	0.1	0.0	0.5	1.0	0.0	3.6	0.1	47.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	60.6	64.4	0.0	65.5	76.5	0.0	6.1	7.6	40.8	6.8
LnGrp LOS	E	A	E	E	A	E	E	A	A	A	D	A
Approach Vol, veh/h	122		15			416			1850			
Approach Delay, s/veh	59.4		65.3			10.3			32.3			
Approach LOS	E		E			B			C			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	110.0		19.9			110.0			11.7			
Change Period (Y+Rc), s	5.0		5.0			5.0			5.0			
Max Green Setting (Gmax), s	105.0		15.0			105.0			15.0			
Max Q Clear Time (g_c+I1), s	107.0		7.5			104.9			2.9			
Green Ext Time (p_c), s	0.0		0.3			0.1			0.0			
Intersection Summary												
HCM 6th Ctrl Delay			30.1									
HCM 6th LOS			C									

Intersection

Int Delay, s/veh 2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	5	3	4	0	2
Future Vol, veh/h	1	5	3	4	0	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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1	5	3	4	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	6
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1583
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1583
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1065	-	-	1583	-
HCM Lane V/C Ratio	0.002	-	-	0.002	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	2	5	4
Future Vol, veh/h	1	5	2	2	5	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	16	16	16	16	16	16
Mvmt Flow	1	5	2	2	5	4
Number of Lanes	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.3	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1
Vol Left, %	56%	0%	50%
Vol Thru, %	0%	17%	50%
Vol Right, %	44%	83%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	9	6	4
LT Vol	5	0	2
Through Vol	0	1	2
RT Vol	4	5	0
Lane Flow Rate	10	7	4
Geometry Grp	1	1	1
Degree of Util (X)	0.011	0.007	0.005
Departure Headway (Hd)	4.036	3.693	4.295
Convergence, Y/N	Yes	Yes	Yes
Cap	891	974	837
Service Time	2.04	1.698	2.3
HCM Lane V/C Ratio	0.011	0.007	0.005
HCM Control Delay	7.1	6.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0	0	0

Intersection

Int Delay, s/veh 2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	6	3	4	0	2
Future Vol, veh/h	1	6	3	4	0	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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	1	7	3	4	0	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	8
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.17
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.263
Pot Cap-1 Maneuver	-	-	1580
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1580
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1064	-	-	1580	-
HCM Lane V/C Ratio	0.002	-	-	0.002	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Intersection Delay, s/veh 7
Intersection LOS A

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations
Traffic Vol, veh/h 1 9 2 2 5 4
Future Vol, veh/h 1 9 2 2 5 4
Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92
Heavy Vehicles, % 16 16 16 16 16 16
Mvmt Flow 1 10 2 2 5 4
Number of Lanes 1 0 0 1 1 0

Approach EB WB NB

Opposing Approach WB EB
Opposing Lanes 1 1 0
Conflicting Approach Left NB EB
Conflicting Lanes Left 0 1 1
Conflicting Approach Right NB WB
Conflicting Lanes Right 1 0 1
HCM Control Delay 6.7 7.3 7.1
HCM LOS A A A

Lane NBLn1 EBLn1 WBLn1

Vol Left, % 56% 0% 50%
Vol Thru, % 0% 10% 50%
Vol Right, % 44% 90% 0%
Sign Control Stop Stop Stop
Traffic Vol by Lane 9 10 4
LT Vol 5 0 2
Through Vol 0 1 2
RT Vol 4 9 0
Lane Flow Rate 10 11 4
Geometry Grp 1 1 1
Degree of Util (X) 0.011 0.011 0.005
Departure Headway (Hd) 4.044 3.653 4.298
Convergence, Y/N Yes Yes Yes
Cap 889 984 837
Service Time 2.048 1.658 2.303
HCM Lane V/C Ratio 0.011 0.011 0.005
HCM Control Delay 7.1 6.7 7.3
HCM Lane LOS A A A
HCM 95th-tile Q 0 0 0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	9	8	22	29	0
Future Vol, veh/h	2	9	8	22	29	0
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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2	10	9	24	32	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	74	32	32	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	917	1028	1548	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	911	1028	1548	-	-	-
Mov Cap-2 Maneuver	911	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1548	-	1005	-	-	
HCM Lane V/C Ratio	0.006	-	0.012	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	10	41	45	0
Future Vol, veh/h	0	6	10	41	45	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	11	45	49	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.5	7.3	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	20%	0%	0%
Vol Thru, %	80%	0%	100%
Vol Right, %	0%	100%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	51	6	45
LT Vol	10	0	0
Through Vol	41	0	45
RT Vol	0	6	0
Lane Flow Rate	55	7	49
Geometry Grp	1	1	1
Degree of Util (X)	0.061	0.006	0.054
Departure Headway (Hd)	3.987	3.477	3.953
Convergence, Y/N	Yes	Yes	Yes
Cap	902	1023	909
Service Time	1.996	1.521	1.963
HCM Lane V/C Ratio	0.061	0.007	0.054
HCM Control Delay	7.3	6.5	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	9	8	719	462	0
Future Vol, veh/h	2	9	8	719	462	0
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	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	2	10	9	782	502	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1302	502	502	0	-	0
Stage 1	502	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	173	559	1037	-	-	-
Stage 1	598	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	559	1037	-	-	-
Mov Cap-2 Maneuver	170	-	-	-	-	-
Stage 1	589	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1037	-	395	-	-	
HCM Lane V/C Ratio	0.008	-	0.03	-	-	
HCM Control Delay (s)	8.5	0	14.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	10	574	994	0
Future Vol, veh/h	0	6	10	574	994	0
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	7	11	624	1080	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1726	1080	1080	0	-	0
Stage 1	1080	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	99	268	653	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	96	268	653	-	-	-
Mov Cap-2 Maneuver	96	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.8	0.2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	653	-	268	-	-	
HCM Lane V/C Ratio	0.017	-	0.024	-	-	
HCM Control Delay (s)	10.6	0	18.8	-	-	
HCM Lane LOS	B	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	141	124	1	1	6
Future Vol, veh/h	2	141	124	1	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	153	135	1	1	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	136	0	0 293 136
Stage 1	-	-	- 136 -
Stage 2	-	-	- 157 -
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	1448	-	- 698 913
Stage 1	-	-	- 890 -
Stage 2	-	-	- 871 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1448	-	- 697 913
Mov Cap-2 Maneuver	-	-	- 697 -
Stage 1	-	-	- 888 -
Stage 2	-	-	- 871 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1448	-	-	-	874
HCM Lane V/C Ratio	0.002	-	-	-	0.009
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	199	187	3	0	3
Future Vol, veh/h	2	199	187	3	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	216	203	3	0	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left SB			WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.5	8.4	7.2
HCM LOS	A	A	A

Lane	EBLn1WBLn1	SBLn1
Vol Left, %	1%	0%
Vol Thru, %	99%	98%
Vol Right, %	0%	2%
Sign Control	Stop	Stop
Traffic Vol by Lane	201	190
LT Vol	2	0
Through Vol	199	187
RT Vol	0	3
Lane Flow Rate	218	207
Geometry Grp	1	1
Degree of Util (X)	0.247	0.234
Departure Headway (Hd)	4.078	4.075
Convergence, Y/N	Yes	Yes
Cap	876	855
Service Time	2.122	2.121
HCM Lane V/C Ratio	0.249	0.236
HCM Control Delay	8.5	8.4
HCM Lane LOS	A	A
HCM 95th-tile Q	1	0.9

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	273	314	1	2	6
Future Vol, veh/h	2	273	314	1	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	297	341	1	2	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	342	0	0 643 342
Stage 1	-	-	- 342 -
Stage 2	-	-	- 301 -
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	1217	-	- 438 701
Stage 1	-	-	- 719 -
Stage 2	-	-	- 751 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1217	-	- 437 701
Mov Cap-2 Maneuver	-	-	- 437 -
Stage 1	-	-	- 718 -
Stage 2	-	-	- 751 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1217	-	-	-	609
HCM Lane V/C Ratio	0.002	-	-	-	0.014
HCM Control Delay (s)	8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	359	403	3	4	2
Future Vol, veh/h	2	359	403	3	4	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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	390	438	3	4	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	441	0	-	0	834	440
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1124	-	-	-	339	619
Stage 1	-	-	-	-	651	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1124	-	-	-	338	619
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	650	-
Stage 2	-	-	-	-	683	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		14.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1124	-	-	-	398	
HCM Lane V/C Ratio	0.002	-	-	-	0.016	
HCM Control Delay (s)	8.2	0	-	-	14.2	
HCM Lane LOS	A	A	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	147	3	35	123	1	14
Future Vol, veh/h	147	3	35	123	1	14
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, %	4	4	4	4	4	4
Mvmt Flow	160	3	38	134	1	15

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	163
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.236
Pot Cap-1 Maneuver	-	-	1404
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1404
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	1404	-
HCM Lane V/C Ratio	0.019	-	-	0.027	-
HCM Control Delay (s)	9.3	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	201	1	27	181	6	42
Future Vol, veh/h	201	1	27	181	6	42
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, %	0	0	0	0	0	0
Mvmt Flow	218	1	29	197	7	46
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	219	0	474	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1362	-	553	826
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1362	-	540	826
Mov Cap-2 Maneuver	-	-	-	-	540	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	773	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	1		10		
HCM LOS	B					
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	775	-	-	1362	-	
HCM Lane V/C Ratio	0.067	-	-	0.022	-	
HCM Control Delay (s)	10	-	-	7.7	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	279	4	35	311	3	306
Future Vol, veh/h	279	4	35	311	3	306
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, %	4	4	4	4	4	4
Mvmt Flow	303	4	38	338	3	333
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	307	0	719	305
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	414	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	1242	-	392	730
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1242	-	377	730
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	638	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		14.2	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	723	-	-	1242	-	
HCM Lane V/C Ratio	0.465	-	-	0.031	-	
HCM Control Delay (s)	14.2	-	-	8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	2.5	-	-	0.1	-	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	361	5	285	396	7	210
Future Vol, veh/h	361	5	285	396	7	210
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, %	0	0	0	0	0	0
Mvmt Flow	392	5	310	430	8	228
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	397	0	1445	395
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	1050	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1173	-	147	659
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1173	-	96	659
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	222	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.8		16.2	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	554	-	-	1173	-	
HCM Lane V/C Ratio	0.426	-	-	0.264	-	
HCM Control Delay (s)	16.2	-	-	9.2	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	2.1	-	-	1.1	-	

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	117	13	36	120	5	3	8	61	13	23	2
Future Vol, veh/h	4	117	13	36	120	5	3	8	61	13	23	2
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	4	127	14	39	130	5	3	9	66	14	25	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.7	7.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	3%	22%	34%
Vol Thru, %	11%	87%	75%	61%
Vol Right, %	85%	10%	3%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	134	161	38
LT Vol	3	4	36	13
Through Vol	8	117	120	23
RT Vol	61	13	5	2
Lane Flow Rate	78	146	175	41
Geometry Grp	1	1	1	1
Degree of Util (X)	0.093	0.178	0.216	0.056
Departure Headway (Hd)	4.264	4.396	4.44	4.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	817	810	741
Service Time	2.286	2.416	2.461	2.865
HCM Lane V/C Ratio	0.093	0.179	0.216	0.055
HCM Control Delay	7.7	8.4	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.6	0.8	0.2

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	155	21	79	232	7	6	25	59	4	24	4
Future Vol, veh/h	7	155	21	79	232	7	6	25	59	4	24	4
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	8	168	23	86	252	8	7	27	64	4	26	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	10.9	8.6	8.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	4%	25%	12%
Vol Thru, %	28%	85%	73%	75%
Vol Right, %	66%	11%	2%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	183	318	32
LT Vol	6	7	79	4
Through Vol	25	155	232	24
RT Vol	59	21	7	4
Lane Flow Rate	98	199	346	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.251	0.43	0.05
Departure Headway (Hd)	4.788	4.542	4.481	5.211
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	790	802	683
Service Time	2.837	2.581	2.515	3.27
HCM Lane V/C Ratio	0.132	0.252	0.431	0.051
HCM Control Delay	8.6	9.1	10.9	8.5
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.4	1	2.2	0.2

Intersection	
Intersection Delay, s/veh	539.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	191	355	13	289	220	5	3	518	501	13	368	90
Future Vol, veh/h	191	355	13	289	220	5	3	518	501	13	368	90
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	208	386	14	314	239	5	3	563	545	14	400	98
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	355.1	306.1	892.5	246.8
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	34%	56%	3%
Vol Thru, %	51%	64%	43%	78%
Vol Right, %	49%	2%	1%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1022	559	514	471
LT Vol	3	191	289	13
Through Vol	518	355	220	368
RT Vol	501	13	5	90
Lane Flow Rate	1111	608	559	512
Geometry Grp	1	1	1	1
Degree of Util (X)	2.897	1.643	1.519	1.361
Departure Headway (Hd)	14.409	19.48	20.337	21.663
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	267	194	184	174
Service Time	12.409	17.48	18.337	19.663
HCM Lane V/C Ratio	4.161	3.134	3.038	2.943
HCM Control Delay	892.5	355.1	306.1	246.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	63.5	20.4	17.3	13.7

Intersection	
Intersection Delay, s/veh	1025.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	83	408	21	694	649	7	6	483	566	4	917	60
Future Vol, veh/h	83	408	21	694	649	7	6	483	566	4	917	60
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	90	443	23	754	705	8	7	525	615	4	997	65
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	386	1392.7	968.1	916.9
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	16%	51%	0%
Vol Thru, %	46%	80%	48%	93%
Vol Right, %	54%	4%	1%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1055	512	1350	981
LT Vol	6	83	694	4
Through Vol	483	408	649	917
RT Vol	566	21	7	60
Lane Flow Rate	1147	557	1467	1066
Geometry Grp	1	1	1	1
Degree of Util (X)	2.955	1.485	3.953	2.832
Departure Headway (Hd)	35.111	54.312	26.418	36.499
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	115	72	161	117
Service Time	33.111	52.312	24.418	34.499
HCM Lane V/C Ratio	9.974	7.736	9.112	9.111
HCM Control Delay	968.1	386	1392.7	916.9
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	29	8.4	54	26.5

Intersection									
Intersection Delay, s/veh15.0									
Intersection LOS B									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	608		558		1111		512		
Demand Flow Rate, veh/h	638		586		1166		538		
Vehicles Circulating, veh/h	765		812		638		584		
Vehicles Exiting, veh/h	357		992		765		814		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	12.0		12.6		20.8		8.4		
Approach LOS	B		B		C		A		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	L	TR	LT	TR	LT	TR	
RT Channelized									
Lane Util	0.470	0.530	0.563	0.437	0.470	0.530	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	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	4.645	4.328	
Entry Flow, veh/h	300	338	330	256	548	618	253	285	
Cap Entry Lane, veh/h	668	741	640	712	751	826	789	864	
Entry HV Adj Factor	0.952	0.953	0.952	0.953	0.953	0.953	0.951	0.952	
Flow Entry, veh/h	286	322	314	244	522	589	241	271	
Cap Entry, veh/h	636	706	609	679	715	787	750	823	
V/C Ratio	0.449	0.456	0.516	0.360	0.730	0.749	0.321	0.330	
Control Delay, s/veh	12.4	11.6	14.6	10.0	21.0	20.6	8.7	8.2	
LOS	B	B	B	B	C	C	A	A	
95th %tile Queue, veh	2	2	3	2	6	7	1	1	

Intersection									
Intersection Delay, s/veh85.3									
Intersection LOS F									
Approach	EB		WB		NB		SB		
Entry Lanes	2		2		2		2		
Conflicting Circle Lanes	2		2		2		2		
Adj Approach Flow, veh/h	556		1467		1147		1066		
Demand Flow Rate, veh/h	556		1467		1147		1066		
Vehicles Circulating, veh/h	1755		622		537		1466		
Vehicles Exiting, veh/h	777		1062		1774		623		
Ped Vol Crossing Leg, #/h	0		0		0		0		
Ped Cap Adj	1.000		1.000		1.000		1.000		
Approach Delay, s/veh	78.4		40.9		15.4		225.3		
Approach LOS	F		E		C		F		
Lane	Left	Right	Left	Right	Left	Right	Left	Right	
Designated Moves	LT	TR	LT	TR	LT	TR	LT	TR	
Assumed Moves	LT	TR	L	TR	LT	R	LT	TR	
RT Channelized									
Lane Util	0.469	0.531	0.514	0.486	0.464	0.536	0.470	0.530	
Follow-Up Headway, s	2.667	2.535	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	4.645	4.328	
Entry Flow, veh/h	261	295	754	713	532	615	501	565	
Cap Entry Lane, veh/h	269	319	762	837	824	900	350	408	
Entry HV Adj Factor	1.001	0.999	1.000	1.000	1.000	1.000	1.000	1.000	
Flow Entry, veh/h	261	295	754	713	532	615	501	565	
Cap Entry, veh/h	269	319	762	837	824	900	350	408	
V/C Ratio	0.972	0.924	0.990	0.852	0.646	0.684	1.430	1.384	
Control Delay, s/veh	88.6	69.3	53.3	27.8	15.2	15.6	238.2	213.8	
LOS	F	F	F	D	C	C	F	F	
95th %tile Queue, veh	9	9	16	10	5	6	26	27	

Intersection

Intersection Delay, s/veh 12.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	174	15	228	152	2	9	17	135	17	36	3
Future Vol, veh/h	3	174	15	228	152	2	9	17	135	17	36	3
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	3	189	16	248	165	2	10	18	147	18	39	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.5	15.2	10.1	9.7
HCM LOS	B	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	2%	60%	30%
Vol Thru, %	11%	91%	40%	64%
Vol Right, %	84%	8%	1%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	192	382	56
LT Vol	9	3	228	17
Through Vol	17	174	152	36
RT Vol	135	15	2	3
Lane Flow Rate	175	209	415	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.254	0.302	0.589	0.101
Departure Headway (Hd)	5.23	5.205	5.104	5.965
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	686	691	710	600
Service Time	3.268	3.233	3.104	4.01
HCM Lane V/C Ratio	0.255	0.302	0.585	0.102
HCM Control Delay	10.1	10.5	15.2	9.7
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	1	1.3	3.9	0.3

Intersection

Intersection Delay, s/veh13.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	175	19	164	233	10	17	35	179	10	30	7
Future Vol, veh/h	7	175	19	164	233	10	17	35	179	10	30	7
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	190	21	178	253	11	18	38	195	11	33	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11	16.8	11.4	9.7
HCM LOS	B	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	3%	40%	21%
Vol Thru, %	15%	87%	57%	64%
Vol Right, %	77%	9%	2%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	201	407	47
LT Vol	17	7	164	10
Through Vol	35	175	233	30
RT Vol	179	19	10	7
Lane Flow Rate	251	218	442	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.368	0.326	0.635	0.086
Departure Headway (Hd)	5.279	5.367	5.166	6.082
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	680	669	699	586
Service Time	3.325	3.409	3.198	4.144
HCM Lane V/C Ratio	0.369	0.326	0.632	0.087
HCM Control Delay	11.4	11	16.8	9.7
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	1.7	1.4	4.6	0.3

Intersection

Intersection Delay, s/veh 256.5

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	3	852	15	253	505	2	9	18	253	17	37	3
Future Vol, veh/h	3	852	15	253	505	2	9	18	253	17	37	3
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	3	926	16	275	549	2	10	20	275	18	40	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	344.5	259.7	23	16.3
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	33%	30%
Vol Thru, %	6%	98%	66%	65%
Vol Right, %	90%	2%	0%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	870	760	57
LT Vol	9	3	253	17
Through Vol	18	852	505	37
RT Vol	253	15	2	3
Lane Flow Rate	304	946	826	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.582	1.706	1.508	0.149
Departure Headway (Hd)	8.667	7.231	7.553	11.293
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	420	511	487	320
Service Time	6.667	5.231	5.553	9.293
HCM Lane V/C Ratio	0.724	1.851	1.696	0.194
HCM Control Delay	23	344.5	259.7	16.3
HCM Lane LOS	C	F	F	C
HCM 95th-tile Q	3.6	50.3	37.5	0.5

Intersection

Intersection Delay, s/veh 697.6

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	935	19	360	1265	10	17	36	251	10	38	7
Future Vol, veh/h	7	935	19	360	1265	10	17	36	251	10	38	7
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	8	1016	21	391	1375	11	18	39	273	11	41	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	419.1	1008.3	29.6	20.7
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	1%	22%	18%
Vol Thru, %	12%	97%	77%	69%
Vol Right, %	83%	2%	1%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	304	961	1635	55
LT Vol	17	7	360	10
Through Vol	36	935	1265	38
RT Vol	251	19	10	7
Lane Flow Rate	330	1045	1777	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.63	1.861	3.192	0.142
Departure Headway (Hd)	10.439	9.366	7.748	15.167
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	350	397	498	239
Service Time	8.439	7.366	5.748	13.167
HCM Lane V/C Ratio	0.943	2.632	3.568	0.251
HCM Control Delay	29.6	419.1	1008.3	20.7
HCM Lane LOS	D	F	F	C
HCM 95th-tile Q	4.1	47.1	131.5	0.5

Intersection						
Intersection Delay, s/veh 9.1						
Intersection LOS A						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	945		826		305	61
Demand Flow Rate, veh/h	1002		876		324	64
Vehicles Circulating, veh/h	353		35		1004	885
Vehicles Exiting, veh/h	596		1293		351	26
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	9.9		5.8		16.1	6.8
Approach LOS	A		A		C	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	471	531	412	464	324	64
Cap Entry Lane, veh/h	976	1052	1307	1378	605	669
Entry HV Adj Factor	0.943	0.944	0.942	0.944	0.941	0.947
Flow Entry, veh/h	444	501	388	438	305	61
Cap Entry, veh/h	920	993	1232	1301	569	634
V/C Ratio	0.483	0.505	0.315	0.337	0.536	0.096
Control Delay, s/veh	9.9	9.8	5.8	5.8	16.1	6.8
LOS	A	A	A	A	C	A
95th %tile Queue, veh	3	3	1	2	3	0

Intersection						
Intersection Delay, s/veh12.5						
Intersection LOS B						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1045		1777		330	60
Demand Flow Rate, veh/h	1055		1795		333	60
Vehicles Circulating, veh/h	447		65		1045	1802
Vehicles Exiting, veh/h	1415		1313		457	58
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	11.7		12.1		17.0	15.6
Approach LOS	B		B		C	C
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	496	559	844	951	333	60
Cap Entry Lane, veh/h	895	971	1271	1344	584	307
Entry HV Adj Factor	0.990	0.991	0.990	0.990	0.990	0.993
Flow Entry, veh/h	491	554	835	942	330	60
Cap Entry, veh/h	886	962	1258	1331	578	305
V/C Ratio	0.554	0.576	0.664	0.708	0.570	0.195
Control Delay, s/veh	11.8	11.6	11.6	12.5	17.0	15.6
LOS	B	B	B	B	C	C
95th %tile Queue, veh	3	4	5	6	4	1

HCM 6th Signalized Intersection Summary
250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	166	75	305	241	62	35	128	119	61	344	50
Future Volume (veh/h)	41	166	75	305	241	62	35	128	119	61	344	50
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	45	180	82	332	262	67	38	139	0	66	374	54
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	378	230	105	479	435	111	265	479		495	444	64
Arrive On Green	0.06	0.19	0.19	0.18	0.31	0.31	0.05	0.26	0.00	0.08	0.28	0.28
Sat Flow, veh/h	1739	1188	541	1739	1403	359	1739	1826	1547	1739	1560	225
Grp Volume(v), veh/h	45	0	262	332	0	329	38	139	0	66	0	428
Grp Sat Flow(s),veh/h/ln	1739	0	1729	1739	0	1761	1739	1826	1547	1739	0	1785
Q Serve(g_s), s	1.2	0.0	8.9	8.7	0.0	9.8	0.9	3.8	0.0	1.6	0.0	14.0
Cycle Q Clear(g_c), s	1.2	0.0	8.9	8.7	0.0	9.8	0.9	3.8	0.0	1.6	0.0	14.0
Prop In Lane	1.00		0.31	1.00		0.20	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	378	0	334	479	0	547	265	479		495	0	508
V/C Ratio(X)	0.12	0.00	0.78	0.69	0.00	0.60	0.14	0.29		0.13	0.00	0.84
Avail Cap(c_a), veh/h	468	0	473	562	0	681	367	706		558	0	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	23.8	15.0	0.0	18.1	16.2	18.3	0.0	14.2	0.0	20.9
Incr Delay (d2), s/veh	0.1	0.0	5.5	3.0	0.0	1.1	0.2	0.3	0.0	0.1	0.0	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	3.9	3.4	0.0	3.8	0.4	1.5	0.0	0.6	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	0.0	29.4	18.0	0.0	19.2	16.4	18.6	0.0	14.3	0.0	27.9
LnGrp LOS	B	A	C	B	A	B	B	B		B	A	C
Approach Vol, veh/h	307		661			177			494			
Approach Delay, s/veh	27.7		18.6			18.1			26.1			
Approach LOS	C		B			B			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	17.0	7.4	22.7	7.8	24.3	8.8	21.3				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	14.0	17.0	7.0	24.0	7.0	24.0	7.0	24.0				
Max Q Clear Time (g_c+10), s	11.0	10.9	2.9	16.0	3.2	11.8	3.6	5.8				
Green Ext Time (p_c), s	0.3	0.7	0.0	1.7	0.0	1.6	0.0	0.6				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Existing PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	207	65	157	289	60	84	448	276	58	230	75
Future Volume (veh/h)	56	207	65	157	289	60	84	448	276	58	230	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	225	71	171	314	65	91	487	0	63	250	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	296	93	374	377	78	418	581		311	399	131
Arrive On Green	0.07	0.22	0.22	0.11	0.25	0.25	0.09	0.31	0.00	0.07	0.30	0.30
Sat Flow, veh/h	1781	1363	430	1781	1503	311	1781	1870	1585	1781	1348	442
Grp Volume(v), veh/h	61	0	296	171	0	379	91	487	0	63	0	332
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1781	0	1814	1781	1870	1585	1781	0	1791
Q Serve(g_s), s	1.6	0.0	9.6	4.4	0.0	12.3	2.0	15.0	0.0	1.4	0.0	9.9
Cycle Q Clear(g_c), s	1.6	0.0	9.6	4.4	0.0	12.3	2.0	15.0	0.0	1.4	0.0	9.9
Prop In Lane	1.00		0.24	1.00		0.17	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	300	0	389	374	0	455	418	581		311	0	530
V/C Ratio(X)	0.20	0.00	0.76	0.46	0.00	0.83	0.22	0.84		0.20	0.00	0.63
Avail Cap(c_a), veh/h	371	0	608	385	0	615	460	815		379	0	781
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	0.0	22.7	16.5	0.0	22.0	13.2	19.9	0.0	14.4	0.0	18.8
Incr Delay (d2), s/veh	0.3	0.0	3.1	0.9	0.0	7.2	0.3	5.5	0.0	0.3	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	4.1	1.7	0.0	5.7	0.8	6.8	0.0	0.5	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	25.8	17.4	0.0	29.2	13.5	25.4	0.0	14.8	0.0	20.1
LnGrp LOS	B	A	C	B	A	C	B	C		B	A	C
Approach Vol, veh/h	357		550			578			395			
Approach Delay, s/veh	24.4		25.5			23.5			19.2			
Approach LOS	C		C			C			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.6	18.4	9.5	23.3	8.5	20.5	8.6	24.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	21.0	7.0	27.0	7.0	21.0	7.0	27.0				
Max Q Clear Time (g_c+I10, s)	10.4	11.6	4.0	11.9	3.6	14.3	3.4	17.0				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.8	0.0	1.3	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	698	194	628	506	91	85	1986	658	91	1488	113
Future Volume (veh/h)	185	698	194	628	506	91	85	1986	658	91	1488	113
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	201	759	211	683	550	99	92	2159	0	99	1617	123
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	162	344	96	292	491	88	157	747		158	687	52
Arrive On Green	0.06	0.25	0.25	0.13	0.33	0.33	0.06	0.41	0.00	0.06	0.41	0.41
Sat Flow, veh/h	1739	1375	382	1739	1506	271	1739	1826	1547	1739	1676	127
Grp Volume(v), veh/h	201	0	970	683	0	649	92	2159	0	99	0	1740
Grp Sat Flow(s),veh/h/ln	1739	0	1757	1739	0	1777	1739	1826	1547	1739	0	1803
Q Serve(g_s), s	7.0	0.0	30.0	16.0	0.0	39.0	3.6	49.0	0.0	3.9	0.0	49.1
Cycle Q Clear(g_c), s	7.0	0.0	30.0	16.0	0.0	39.0	3.6	49.0	0.0	3.9	0.0	49.1
Prop In Lane	1.00		0.22	1.00		0.15	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	162	0	440	292	0	579	157	747		158	0	739
V/C Ratio(X)	1.24	0.00	2.20	2.34	0.00	1.12	0.59	2.89		0.63	0.00	2.36
Avail Cap(c_a), veh/h	162	0	440	292	0	579	162	747		162	0	739
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	44.9	35.5	0.0	40.4	28.1	35.4	0.0	28.2	0.0	35.3
Incr Delay (d2), s/veh	150.4	0.0	548.9	611.4	0.0	75.4	5.1	853.9	0.0	7.2	0.0	614.0
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	8.3	0.0	80.1	55.6	0.0	28.9	1.7	198.4	0.0	1.9	0.0	147.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	189.2	0.0	593.8	646.8	0.0	115.8	33.2	889.3	0.0	35.3	0.0	649.3
LnGrp LOS	F	A	F	F	A	F	C	F		D	A	F
Approach Vol, veh/h	1171				1332		2251				1839	
Approach Delay, s/veh	524.3				388.1		854.3				616.3	
Approach LOS	F				F		F				F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	35.0	10.7	54.1	11.0	44.0	10.7	54.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	10.0	30.0	7.0	49.0	7.0	39.0	7.0	49.0				
Max Q Clear Time (g_c+1.0), s	10.0	32.0	5.6	51.1	9.0	41.0	5.9	51.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 635.1

HCM 6th LOS F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	543	298	761	1047	160	355	1949	595	103	2391	273
Future Volume (veh/h)	319	543	298	761	1047	160	355	1949	595	103	2391	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	590	324	827	1138	174	386	2118	0	112	2599	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	167	265	145	333	518	79	179	823		131	681	78
Arrive On Green	0.07	0.23	0.23	0.16	0.33	0.33	0.07	0.44	0.00	0.05	0.41	0.41
Sat Flow, veh/h	1781	1135	623	1781	1584	242	1781	1870	1585	1781	1648	188
Grp Volume(v), veh/h	347	0	914	827	0	1312	386	2118	0	112	0	2896
Grp Sat Flow(s),veh/h/ln	1781	0	1758	1781	0	1827	1781	1870	1585	1781	0	1836
Q Serve(g_s), s	10.0	0.0	35.0	24.0	0.0	49.0	11.0	66.0	0.0	5.4	0.0	62.0
Cycle Q Clear(g_c), s	10.0	0.0	35.0	24.0	0.0	49.0	11.0	66.0	0.0	5.4	0.0	62.0
Prop In Lane	1.00		0.35	1.00		0.13	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	167	0	410	333	0	597	179	823		131	0	759
V/C Ratio(X)	2.08	0.00	2.23	2.48	0.00	2.20	2.16	2.57		0.85	0.00	3.82
Avail Cap(c_a), veh/h	167	0	410	333	0	597	179	823		131	0	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	57.5	48.4	0.0	50.5	47.9	42.0	0.0	36.2	0.0	44.0
Incr Delay (d2), s/veh	506.4	0.0	560.4	676.5	0.0	544.9	540.5	711.7	0.0	38.9	0.0	1270.0
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	28.3	0.0	79.4	71.5	0.0	112.6	30.4	192.7	0.0	3.8	0.0	295.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	552.9	0.0	617.9	724.9	0.0	595.4	588.4	753.7	0.0	75.1	0.0	1314.0
LnGrp LOS	F	A	F	F	A	F	F	F		E	A	F
Approach Vol, veh/h	1261			2139			2504			3008		
Approach Delay, s/veh	600.0			645.4			728.2			1267.9		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	40.0	15.0	67.0	14.0	54.0	11.0	71.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	24.0	35.0	11.0	62.0	10.0	49.0	7.0	66.0				
Max Q Clear Time (g_c+20.0), s	24.0	37.0	13.0	64.0	12.0	51.0	7.4	68.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 872.4

HCM 6th LOS F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	698	194	628	506	91	85	1986	658	91	1488	113
Future Volume (veh/h)	185	698	194	628	506	91	85	1986	658	91	1488	113
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	201	759	211	683	550	99	92	2159	715	99	1617	123
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	337	803	439	683	944	503	187	2122	874	147	2124	818
Arrive On Green	0.10	0.23	0.23	0.14	0.27	0.27	0.05	0.43	0.43	0.05	0.43	0.43
Sat Flow, veh/h	1739	3469	1547	4904	3469	1547	1739	4985	1547	1739	4985	1547
Grp Volume(v), veh/h	201	759	211	683	550	99	92	2159	715	99	1617	123
Grp Sat Flow(s),veh/h/ln	1739	1735	1547	1635	1735	1547	1739	1662	1547	1739	1662	1547
Q Serve(g_s), s	11.2	27.8	14.6	18.0	17.7	6.0	3.8	55.0	48.3	4.1	35.6	5.3
Cycle Q Clear(g_c), s	11.2	27.8	14.6	18.0	17.7	6.0	3.8	55.0	48.3	4.1	35.6	5.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	337	803	439	683	944	503	187	2122	874	147	2124	818
V/C Ratio(X)	0.60	0.94	0.48	1.00	0.58	0.20	0.49	1.02	0.82	0.67	0.76	0.15
Avail Cap(c_a), veh/h	341	805	440	683	944	503	224	2122	874	157	2124	818
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	48.8	38.4	55.6	40.7	31.5	26.0	37.1	22.7	30.4	31.5	15.6
Incr Delay (d2), s/veh	2.8	19.5	0.8	34.4	0.9	0.2	2.0	24.1	6.2	9.9	1.7	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	5.0	14.2	5.7	9.6	7.7	0.0	1.6	26.6	18.4	2.1	14.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	68.3	39.2	90.0	41.6	31.7	28.0	61.2	28.9	40.3	33.2	15.7
LnGrp LOS	D	E	D	F	D	C	C	F	C	D	C	B
Approach Vol, veh/h	1171			1332			2966			1839		
Approach Delay, s/veh	57.5			65.7			52.4			32.4		
Approach LOS	E			E			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	34.9	11.2	60.1	17.8	40.2	11.3	60.0				
Change Period (Y+Rc), s	5.0	5.0	4.5	5.0	4.5	5.0	4.5	5.0				
Max Green Setting (Gmax), s	18.0	30.0	9.5	53.0	13.5	35.0	7.5	55.0				
Max Q Clear Time (g_c+20), s	20.0	29.8	5.8	37.6	13.2	19.7	6.1	57.0				
Green Ext Time (p_c), s	0.0	0.1	0.1	10.4	0.0	3.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
250: US 421/Michigan Rd/US 421 & CR 300 S/146th Street/CR 300 S

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	543	298	761	1047	160	355	1949	595	103	2391	273
Future Volume (veh/h)	319	543	298	761	1047	160	355	1949	595	103	2391	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	347	590	324	827	1138	174	386	2118	647	112	2599	297
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	708	521	868	921	411	279	2277	981	141	1866	764
Arrive On Green	0.12	0.20	0.20	0.17	0.26	0.26	0.13	0.45	0.45	0.05	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	5023	3554	1585	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	347	590	324	827	1138	174	386	2118	647	112	2599	297
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1674	1777	1585	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	17.5	24.0	8.0	24.5	39.0	13.7	19.5	59.1	39.6	6.6	55.0	10.1
Cycle Q Clear(g_c), s	17.5	24.0	8.0	24.5	39.0	13.7	19.5	59.1	39.6	6.6	55.0	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	708	521	868	921	411	279	2277	981	141	1866	764
V/C Ratio(X)	1.36	0.83	0.62	0.95	1.24	0.42	1.39	0.93	0.66	0.79	1.39	0.39
Avail Cap(c_a), veh/h	255	708	521	868	921	411	279	2277	981	141	1866	764
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	45.5	57.8	19.0	61.6	55.7	46.4	63.8	39.5	18.5	40.7	47.8	10.4
Incr Delay (d2), s/veh	185.7	8.4	2.3	20.0	115.5	0.7	194.1	7.6	1.6	25.7	180.1	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	20.9	11.6	5.9	12.1	32.2	5.6	25.7	26.1	14.7	3.9	54.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	231.2	66.3	21.3	81.7	171.3	47.1	258.0	47.1	20.1	66.4	227.9	10.7
LnGrp LOS	F	E	C	F	F	D	F	D	C	E	F	B
Approach Vol, veh/h	1261			2139			3151			3008		
Approach Delay, s/veh	100.1			126.5			67.4			200.4		
Approach LOS	F			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.0	35.0	24.5	60.0	22.0	44.0	12.4	72.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	* 5	4.5	5.0	4.5	5.0				
Max Green Setting (Gmax), s	26.6	30.0	19.5	* 55	17.5	39.0	7.9	66.6				
Max Q Clear Time (g_c+20.5), s	26.5	26.0	21.5	57.0	19.5	41.0	8.6	61.1				
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	0.0	0.0	5.2				

Intersection Summary

HCM 6th Ctrl Delay 126.8

HCM 6th LOS F

Notes

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

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	443	296	17	22	21
Future Vol, veh/h	14	443	296	17	22	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	91	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	482	322	18	24	23
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	340	0	-	0	834	322
Stage 1	-	-	-	-	322	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1214	-	-	-	337	717
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1214	-	-	-	333	717
Mov Cap-2 Maneuver	-	-	-	-	333	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	600	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		13.9		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1214	-	-	-	451	
HCM Lane V/C Ratio	0.013	-	-	-	0.104	
HCM Control Delay (s)	8	-	-	-	13.9	
HCM Lane LOS	A	-	-	-	B	
HCM 95th %tile Q(veh)	0	-	-	-	0.3	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	436	475	26	10	24
Future Vol, veh/h	23	436	475	26	10	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	91	-	-	150	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	25	474	516	28	11	26
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	544	0	-	0	1040	516
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	524	-
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	1025	-	-	-	255	559
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1025	-	-	-	249	559
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	585	-
Stage 2	-	-	-	-	594	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.4	0		14.7		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1025	-	-	-	-	409
HCM Lane V/C Ratio	0.024	-	-	-	-	0.09
HCM Control Delay (s)	8.6	-	-	-	-	14.7
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection						
Int Delay, s/veh	71.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	865	592	592	277	85	329
Future Vol, veh/h	865	592	592	277	85	329
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, %	3	3	3	3	3	3
Mvmt Flow	940	643	643	301	92	358
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	944	0	-	0	3317	794
Stage 1	-	-	-	-	794	-
Stage 2	-	-	-	-	2523	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	~ 723	-	-	-	~ 9	386
Stage 1	-	-	-	-	443	-
Stage 2	-	-	-	-	~ 61	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	~ 723	-	-	-	0	386
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	~ 61	-
Approach	EB	WB		SB		
HCM Control Delay, s	97.4	0		130.9		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	~ 723	-	-	-	386	
HCM Lane V/C Ratio	1.3	-	-	-	1.166	
HCM Control Delay (s)	164.1	0	-	-	130.9	
HCM Lane LOS	F	A	-	-	F	
HCM 95th %tile Q(veh)	36.7	-	-	-	17.6	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection

Int Delay, s/veh 6521.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	284	793	740	81	270	1072
Future Vol, veh/h	284	793	740	81	270	1072
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	309	862	804	88	293	1165

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	892	0	0 2328 848
Stage 1	-	-	- 848 -
Stage 2	-	-	- 1480 -
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	760	-	- ~ 41 ~ 361
Stage 1	-	-	- 420 -
Stage 2	-	-	- ~ 209 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	760	-	- ~ 9 ~ 361
Mov Cap-2 Maneuver	-	-	- ~ 9 -
Stage 1	-	-	- ~ 92 -
Stage 2	-	-	- ~ 209 -

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	\$ 15742.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	760	-	-	-	41
HCM Lane V/C Ratio	0.406	-	-	-	-35.578
HCM Control Delay (s)	12.9	0	-	-	\$ 15742.7
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	2	-	-	-	180.2

Notes

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

Intersection						
Intersection Delay, s/veh36.7						
Intersection LOS E						
Approach	EB		WB		SB	
Entry Lanes	2		2		1	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	1583		944		450	
Demand Flow Rate, veh/h	1630		972		464	
Vehicles Circulating, veh/h	95		968		662	
Vehicles Exiting, veh/h	662		757		1278	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	13.3		92.9		1.2	
Approach LOS	B		F		A	
Lane	Left	Right	Left	Right	Left	Bypass
Designated Moves	LT	TR	LT	R	L	R
Assumed Moves	L	TR	LT	R	L	R
RT Channelized						Free
Lane Util	0.594	0.406	0.681	0.319	1.000	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	369
Entry Flow, veh/h	968	662	662	310	95	1957
Cap Entry Lane, veh/h	1237	1310	554	624	809	0.971
Entry HV Adj Factor	0.971	0.971	0.971	0.971	0.968	358
Flow Entry, veh/h	940	643	643	301	92	1900
Cap Entry, veh/h	1201	1272	538	606	783	0.188
V/C Ratio	0.783	0.505	1.195	0.497	0.117	0.0
Control Delay, s/veh	16.7	8.2	129.8	14.2	5.8	A
LOS	C	A	F	B	A	1
95th %tile Queue, veh	9	3	23	3	0	

Intersection						
Intersection Delay, s/veh 9.4						
Intersection LOS A						
Approach	EB		WB		SB	
Entry Lanes	2		2		1	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	1171		892		1458	
Demand Flow Rate, veh/h	1194		910		1487	
Vehicles Circulating, veh/h	299		315		820	
Vehicles Exiting, veh/h	820		1178		405	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	10.6		19.5		2.2	
Approach LOS	B		C		A	
Lane	Left	Right	Left	Right	Left	Bypass
Designated Moves	LT	TR	LT	R	L	R
Assumed Moves	LT	TR	LT	R	L	R
RT Channelized						Free
Lane Util	0.470	0.530	0.901	0.099	1.000	
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	1188
Entry Flow, veh/h	561	633	820	90	299	1938
Cap Entry Lane, veh/h	1025	1101	1010	1086	707	0.980
Entry HV Adj Factor	0.981	0.980	0.980	0.978	0.980	1165
Flow Entry, veh/h	550	621	804	88	293	1900
Cap Entry, veh/h	1006	1080	990	1062	693	0.613
V/C Ratio	0.547	0.575	0.812	0.083	0.423	0.0
Control Delay, s/veh	10.6	10.6	21.2	4.1	11.1	A
LOS	B	B	C	A	B	5
95th %tile Queue, veh	3	4	9	0	2	

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	9	57	2	6	89
Future Vol, veh/h	8	9	57	2	6	89
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	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	9	10	62	2	7	97
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	174	63	0	0	64	0
Stage 1	63	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	800	982	-	-	1495	-
Stage 1	942	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	796	982	-	-	1495	-
Mov Cap-2 Maneuver	796	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.2	0		0.5		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	885		1495	-	
HCM Lane V/C Ratio	-	0.021		0.004	-	
HCM Control Delay (s)	-	9.2		7.4	0	
HCM Lane LOS	-	A		A	A	
HCM 95th %tile Q(veh)	-	0.1		0	-	

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	5	83	4	5	108
Future Vol, veh/h	3	5	83	4	5	108
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	5	90	4	5	117

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	219	92	0
Stage 1	92	-	-
Stage 2	127	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	771	968	-
Stage 1	934	-	-
Stage 2	901	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	768	968	-
Mov Cap-2 Maneuver	768	-	-
Stage 1	934	-	-
Stage 2	897	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	882	1506
HCM Lane V/C Ratio	-	-	0.01	0.004
HCM Control Delay (s)	-	-	9.1	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	10	1006	8	7	686
Future Vol, veh/h	35	10	1006	8	7	686
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	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	38	11	1093	9	8	746
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1860	1098	0	0	1102	0
Stage 1	1098	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	77	251	-	-	608	-
Stage 1	310	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	75	251	-	-	608	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	86.5	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	89		608	-	
HCM Lane V/C Ratio	-	0.55		0.013	-	
HCM Control Delay (s)	-	86.5		11	0	
HCM Lane LOS	-	F		B	A	
HCM 95th %tile Q(veh)	-	2.5		0	-	

Intersection						
Int Delay, s/veh	24.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	5	1048	32	9	1612
Future Vol, veh/h	22	5	1048	32	9	1612
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	5	1139	35	10	1752
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2929	1157	0	0	1174	0
Stage 1	1157	-	-	-	-	-
Stage 2	1772	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	~ 17	240	-	-	599	-
Stage 1	301	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	240	-	-	599	-
Mov Cap-2 Maneuver	~ 6	-	-	-	-	-
Stage 1	301	-	-	-	-	-
Stage 2	56	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, \$	2456.7	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	7	599	-	
HCM Lane V/C Ratio	-	-	4.193	0.016	-	
HCM Control Delay (s)	-	\$	2456.7	11.1	0	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	5	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	10	1006	8	7	686
Future Vol, veh/h	35	10	1006	8	7	686
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	-	-	100	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	38	11	1093	9	8	746
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1487	551	0	0	1102	0
Stage 1	1098	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.98	7.08	-	-	4.28	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.29	-
Pot Cap-1 Maneuver	108	461	-	-	590	-
Stage 1	266	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	106	461	-	-	590	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	49.5	0		0.2		
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	128	590	-	
HCM Lane V/C Ratio	-	-	0.382	0.013	-	
HCM Control Delay (s)	-	-	49.5	11.2	0.1	
HCM Lane LOS	-	-	E	B	A	
HCM 95th %tile Q(veh)	-	-	1.6	0	-	

Intersection						
Int Delay, s/veh	7.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	5	1048	32	9	1612
Future Vol, veh/h	22	5	1048	32	9	1612
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	-	-	100	-	-
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	1	1
Mvmt Flow	24	5	1139	35	10	1752
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	2053	587	0	0	1174	0
Stage 1	1157	-	-	-	-	-
Stage 2	896	-	-	-	-	-
Critical Hdwy	6.82	6.92	-	-	4.12	-
Critical Hdwy Stg 1	5.82	-	-	-	-	-
Critical Hdwy Stg 2	5.82	-	-	-	-	-
Follow-up Hdwy	3.51	3.31	-	-	2.21	-
Pot Cap-1 Maneuver	49	455	-	-	596	-
Stage 1	264	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 18	455	-	-	596	-
Mov Cap-2 Maneuver	~ 18	-	-	-	-	-
Stage 1	264	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s\$	566.1	0		3.5		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-	22	596	-	
HCM Lane V/C Ratio	-	-	1.334	0.016	-	
HCM Control Delay (s)	-	\$ 566.1		11.1	3.5	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	3.8	0.1	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	0	28	0	0	0	11	117	0	0	311	7
Future Vol, veh/h	32	0	28	0	0	0	11	117	0	0	311	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	35	0	30	0	0	0	12	127	0	0	338	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	493	493	342	508	497	127	346	0	0	127	0	0
Stage 1	342	342	-	151	151	-	-	-	-	-	-	-
Stage 2	151	151	-	357	346	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	478	470	689	467	467	910	1186	-	-	1429	-	-
Stage 1	663	629	-	840	763	-	-	-	-	-	-	-
Stage 2	840	763	-	650	627	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	474	465	689	443	462	910	1186	-	-	1429	-	-
Mov Cap-2 Maneuver	474	465	-	443	462	-	-	-	-	-	-	-
Stage 1	656	629	-	831	755	-	-	-	-	-	-	-
Stage 2	831	755	-	621	627	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.3		0		0.7		0					
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1186	-	-	555	-	1429	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.118	-	-	-	-				
HCM Control Delay (s)	8.1	0	-	12.3	0	0	-	-				
HCM Lane LOS	A	A	-	B	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	-	0	-	-				

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	0	7	1	0	0	16	262	0	0	202	30
Future Vol, veh/h	17	0	7	1	0	0	16	262	0	0	202	30
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	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	18	0	8	1	0	0	17	285	0	0	220	33
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	556	556	237	560	572	285	253	0	0	285	0	0
Stage 1	237	237	-	319	319	-	-	-	-	-	-	-
Stage 2	319	319	-	241	253	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	442	439	802	439	430	754	1312	-	-	1277	-	-
Stage 1	766	709	-	693	653	-	-	-	-	-	-	-
Stage 2	693	653	-	762	698	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	437	432	802	430	424	754	1312	-	-	1277	-	-
Mov Cap-2 Maneuver	437	432	-	430	424	-	-	-	-	-	-	-
Stage 1	755	709	-	683	643	-	-	-	-	-	-	-
Stage 2	683	643	-	755	698	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.5		13.4		0.4		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1312	-	-	504	430	1277	-	-				
HCM Lane V/C Ratio	0.013	-	-	0.052	0.003	-	-	-				
HCM Control Delay (s)	7.8	0	-	12.5	13.4	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-				

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	107	0	38	0	0	0	16	161	0	0	320	24
Future Vol, veh/h	107	0	38	0	0	0	16	161	0	0	320	24
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	116	0	41	0	0	0	17	175	0	0	348	26
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	570	570	361	591	583	175	374	0	0	175	0	0
Stage 1	361	361	-	209	209	-	-	-	-	-	-	-
Stage 2	209	209	-	382	374	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	425	425	672	411	417	856	1158	-	-	1372	-	-
Stage 1	647	617	-	782	720	-	-	-	-	-	-	-
Stage 2	782	720	-	630	609	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	420	418	672	381	410	856	1158	-	-	1372	-	-
Mov Cap-2 Maneuver	420	418	-	381	410	-	-	-	-	-	-	-
Stage 1	637	617	-	769	708	-	-	-	-	-	-	-
Stage 2	769	708	-	591	609	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16.6		0		0.7		0					
HCM LOS	C		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1158	-	-	466	-	1372	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.338	-	-	-	-				
HCM Control Delay (s)	8.2	0	-	16.6	0	0	-	-				
HCM Lane LOS	A	A	-	C	A	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	1.5	-	0	-	-				

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	0	15	1	0	0	24	297	0	0	324	111
Future Vol, veh/h	55	0	15	1	0	0	24	297	0	0	324	111
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	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	60	0	16	1	0	0	26	323	0	0	352	121
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	788	788	413	796	848	323	473	0	0	323	0	0
Stage 1	413	413	-	375	375	-	-	-	-	-	-	-
Stage 2	375	375	-	421	473	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	309	323	639	305	298	718	1089	-	-	1237	-	-
Stage 1	616	594	-	646	617	-	-	-	-	-	-	-
Stage 2	646	617	-	610	558	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	314	639	291	289	718	1089	-	-	1237	-	-
Mov Cap-2 Maneuver	302	314	-	291	289	-	-	-	-	-	-	-
Stage 1	598	594	-	627	599	-	-	-	-	-	-	-
Stage 2	627	599	-	594	558	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.6		17.4		0.6		0					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1089	-	-	340	291	1237	-	-				
HCM Lane V/C Ratio	0.024	-	-	0.224	0.004	-	-	-				
HCM Control Delay (s)	8.4	0	-	18.6	17.4	0	-	-				
HCM Lane LOS	A	A	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-	-				

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	7	2	18	17	2	0	9	12	3	35	2
Future Vol, veh/h	0	7	2	18	17	2	0	9	12	3	35	2
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	0	8	2	20	18	2	0	10	13	3	38	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.4	6.9	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	49%	7%
Vol Thru, %	43%	78%	46%	88%
Vol Right, %	57%	22%	5%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	9	37	40
LT Vol	0	0	18	3
Through Vol	9	7	17	35
RT Vol	12	2	2	2
Lane Flow Rate	23	10	40	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.011	0.047	0.049
Departure Headway (Hd)	3.763	3.998	4.173	4.075
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	948	892	857	878
Service Time	1.797	2.035	2.202	2.104
HCM Lane V/C Ratio	0.024	0.011	0.047	0.049
HCM Control Delay	6.9	7.1	7.4	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0.1	0.2

Intersection

Intersection Delay, s/veh 7.1
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	15	1	5	2	3	1	46	29	1	30	1
Future Vol, veh/h	0	15	1	5	2	3	1	46	29	1	30	1
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	16	1	5	2	3	1	50	32	1	33	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.1	7.1	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	50%	3%
Vol Thru, %	61%	94%	20%	94%
Vol Right, %	38%	6%	30%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	16	10	32
LT Vol	1	0	5	1
Through Vol	46	15	2	30
RT Vol	29	1	3	1
Lane Flow Rate	83	17	11	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.02	0.012	0.039
Departure Headway (Hd)	3.766	4.091	4.052	4.015
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	952	871	879	891
Service Time	1.786	2.133	2.097	2.04
HCM Lane V/C Ratio	0.087	0.02	0.013	0.039
HCM Control Delay	7.1	7.2	7.1	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0	0.1

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	163	10	6	51	101	3	15	141	15	3	36	2
Future Vol, veh/h	163	10	6	51	101	3	15	141	15	3	36	2
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	177	11	7	55	110	3	16	153	16	3	39	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	9.3	9.6	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	91%	33%	7%
Vol Thru, %	82%	6%	65%	88%
Vol Right, %	9%	3%	2%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	171	179	155	41
LT Vol	15	163	51	3
Through Vol	141	10	101	36
RT Vol	15	6	3	2
Lane Flow Rate	186	195	168	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.253	0.267	0.227	0.063
Departure Headway (Hd)	4.894	4.931	4.86	5.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	726	736	696
Service Time	2.946	2.981	2.912	3.177
HCM Lane V/C Ratio	0.255	0.269	0.228	0.065
HCM Control Delay	9.6	9.8	9.3	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1	1.1	0.9	0.2

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	91	28	12	29	99	3	5	124	40	2	189	103
Future Vol, veh/h	91	28	12	29	99	3	5	124	40	2	189	103
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	99	30	13	32	108	3	5	135	43	2	205	112
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	9.9	9.8	11.2
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	69%	22%	1%
Vol Thru, %	73%	21%	76%	64%
Vol Right, %	24%	9%	2%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	131	131	294
LT Vol	5	91	29	2
Through Vol	124	28	99	189
RT Vol	40	12	3	103
Lane Flow Rate	184	142	142	320
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0.217	0.215	0.416
Departure Headway (Hd)	5.037	5.496	5.444	4.795
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	718	655	662	754
Service Time	3.037	3.512	3.46	2.795
HCM Lane V/C Ratio	0.256	0.217	0.215	0.424
HCM Control Delay	9.8	10	9.9	11.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.8	0.8	2.1

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	6	9	74	20	3	14	53	18	1	142	4
Future Vol, veh/h	4	6	9	74	20	3	14	53	18	1	142	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	4	7	10	80	22	3	15	58	20	1	154	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	269	266	156	265	258	68	158	0	0	78	0	0
Stage 1	158	158	-	98	98	-	-	-	-	-	-	-
Stage 2	111	108	-	167	160	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	674	631	877	678	638	981	1392	-	-	1489	-	-
Stage 1	833	758	-	896	804	-	-	-	-	-	-	-
Stage 2	882	796	-	823	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	648	623	877	659	630	981	1392	-	-	1489	-	-
Mov Cap-2 Maneuver	648	623	-	659	630	-	-	-	-	-	-	-
Stage 1	824	757	-	886	795	-	-	-	-	-	-	-
Stage 2	846	787	-	806	755	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.1		11.5			1.3			0.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1392	-	-	729	659	1489	-	-				
HCM Lane V/C Ratio	0.011	-	-	0.028	0.16	0.001	-	-				
HCM Control Delay (s)	7.6	0	-	10.1	11.5	7.4	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0	-	-				

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	9	26	10	50	2	1	11	105	51	3	115	9
Future Vol, veh/h	9	26	10	50	2	1	11	105	51	3	115	9
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	28	11	54	2	1	12	114	55	3	125	10
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	303	329	130	322	307	142	135	0	0	169	0	0
Stage 1	136	136	-	166	166	-	-	-	-	-	-	-
Stage 2	167	193	-	156	141	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	653	593	925	635	610	911	1462	-	-	1421	-	-
Stage 1	872	788	-	841	765	-	-	-	-	-	-	-
Stage 2	840	745	-	851	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	645	586	925	599	603	911	1462	-	-	1421	-	-
Mov Cap-2 Maneuver	645	586	-	599	603	-	-	-	-	-	-	-
Stage 1	864	786	-	833	758	-	-	-	-	-	-	-
Stage 2	829	738	-	809	782	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11		11.6		0.5		0.2					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1462	-	-	651	603	1421	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.075	0.096	0.002	-	-				
HCM Control Delay (s)	7.5	0	-	11	11.6	7.5	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.3	0	-	-				

Intersection												
Int Delay, s/veh	119.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	130	6	51	74	20	3	24	758	18	1	645	134
Future Vol, veh/h	130	6	51	74	20	3	24	758	18	1	645	134
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	141	7	55	80	22	3	26	824	20	1	701	146
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1675	1672	774	1693	1735	834	847	0	0	844	0	0
Stage 1	776	776	-	886	886	-	-	-	-	-	-	-
Stage 2	899	896	-	807	849	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.27	7.17	6.57	6.27	4.17	-	-	4.17	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.17	5.57	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.363	3.563	4.063	3.363	2.263	-	-	2.263	-	-
Pot Cap-1 Maneuver	~ 74	93	391	~ 71	85	361	769	-	-	771	-	-
Stage 1	383	400	-	332	356	-	-	-	-	-	-	-
Stage 2	327	352	-	368	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 55	87	391	~ 55	79	361	769	-	-	771	-	-
Mov Cap-2 Maneuver	~ 55	87	-	~ 55	79	-	-	-	-	-	-	-
Stage 1	358	399	-	311	333	-	-	-	-	-	-	-
Stage 2	284	329	-	310	369	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	\$ 928		\$ 511.9		0.3		0					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	769	-	-	73 60	771	-	-					
HCM Lane V/C Ratio	0.034	-	-	2.784 1.757	0.001	-	-					
HCM Control Delay (s)	9.8	0	-	\$ 928\$ 511.9	9.7	0	-					
HCM Lane LOS	A	A	-	F F	A	A	-					
HCM 95th %tile Q(veh)	0.1	-	-	20.1 9.7	0	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Intersection												
Int Delay, s/veh	599.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	90	26	35	5	2	1	61	991	51	3	1281	260
Future Vol, veh/h	90	26	35	5	2	1	61	991	51	3	1281	260
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	98	28	38	5	2	1	66	1077	55	3	1392	283

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2778	2804	1534	2810	2918	1105	1675	0	0	1132	0	0
Stage 1	1540	1540	-	1237	1237	-	-	-	-	-	-	-
Stage 2	1238	1264	-	1573	1681	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 12	~ 19	145	12	16	259	388	-	-	625	-	-
Stage 1	146	179	-	217	250	-	-	-	-	-	-	-
Stage 2	217	243	-	140	152	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 5	~ 9	145	-	7	259	388	-	-	625	-	-
Mov Cap-2 Maneuver	~ 5	~ 9	-	-	7	-	-	-	-	-	-	-
Stage 1	~ 78	156	-	116	133	-	-	-	-	-	-	-
Stage 2	113	130	-	74	133	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay \$	1131.8		0.9	0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	388	-	-	7	-	625	-	-
HCM Lane V/C Ratio	0.171	-	-	23.447	-	0.005	-	-
HCM Control Delay (s)	16.2	0	\$	1131.8	-	10.8	0	-
HCM Lane LOS	C	A	-	F	-	B	A	-
HCM 95th %tile Q(veh)	0.6	-	-	22.4	-	0	-	-

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

Intersection					
Intersection Delay, s/veh	13.8				
Intersection LOS	B				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	203	105	870	848	
Demand Flow Rate, veh/h	217	113	931	907	
Vehicles Circulating, veh/h	837	1061	159	138	
Vehicles Exiting, veh/h	208	29	895	1036	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	12.2	12.1	18.5	9.5	
Approach LOS	B	B	C	A	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.828	0.172
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	217	113	931	751	156
Cap Entry Lane, veh/h	588	468	1173	1252	1252
Entry HV Adj Factor	0.933	0.933	0.935	0.935	0.936
Flow Entry, veh/h	203	105	870	702	146
Cap Entry, veh/h	548	436	1097	1171	1172
V/C Ratio	0.369	0.242	0.793	0.600	0.125
Control Delay, s/veh	12.2	12.1	18.5	10.6	4.1
LOS	B	B	C	B	A
95th %tile Queue, veh	2	1	9	4	0

Intersection					
Intersection Delay, s/veh	44.1				
Intersection LOS	E				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	2	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	164	8	1198	1678	
Demand Flow Rate, veh/h	164	8	1198	1678	
Vehicles Circulating, veh/h	1400	1241	129	73	
Vehicles Exiting, veh/h	351	86	1435	1176	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	23.6	9.5	42.2	47.6	
Approach LOS	C	A	E	E	
Lane	Left	Left	Left	Left	Right
Designated Moves	LTR	LTR	LTR	LT	R
Assumed Moves	LTR	LTR	LTR	LT	R
RT Channelized					
Lane Util	1.000	1.000	1.000	0.831	0.169
Follow-Up Headway, s	2.609	2.609	2.609	2.535	2.535
Critical Headway, s	4.976	4.976	4.976	4.544	4.544
Entry Flow, veh/h	164	8	1198	1395	283
Cap Entry Lane, veh/h	331	389	1210	1329	1329
Entry HV Adj Factor	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	164	8	1198	1395	283
Cap Entry, veh/h	331	389	1210	1329	1329
V/C Ratio	0.496	0.021	0.990	1.050	0.213
Control Delay, s/veh	23.6	9.5	42.2	56.4	4.5
LOS	C	A	E	F	A
95th %tile Queue, veh	3	0	20	27	1

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	21	10	3	0	17
Future Vol, veh/h	1	21	10	3	0	17
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	23	11	3	0	18
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	34	9	18	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	25	-	-	-	-	-
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	979	1073	1599	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	972	1073	1599	-	-	-
Mov Cap-2 Maneuver	972	-	-	-	-	-
Stage 1	1007	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	5.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1599	-	1068	-	-	
HCM Lane V/C Ratio	0.007	-	0.022	-	-	
HCM Control Delay (s)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	20	21	0	1	10
Future Vol, veh/h	29	20	21	0	1	10
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	32	22	23	0	1	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	53	7	12	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	953	1072	1600	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	940	1072	1600	-	-	-
Mov Cap-2 Maneuver	940	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1600	-	990	-	-	
HCM Lane V/C Ratio	0.014	-	0.054	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	34	65	34	5	85
Future Vol, veh/h	30	34	65	34	5	85
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	37	71	37	5	92

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	230	51	97
Stage 1	51	-	-
Stage 2	179	-	-
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	758	1017	1496
Stage 1	971	-	-
Stage 2	852	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	722	1017	1496
Mov Cap-2 Maneuver	722	-	-
Stage 1	924	-	-
Stage 2	852	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	4.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1496	-	854	-	-
HCM Lane V/C Ratio	0.047	-	0.081	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	64	53	14	21	74
Future Vol, veh/h	66	64	53	14	21	74
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	72	70	58	15	23	80
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	194	63	103	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	793	999	1483	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	999	1483	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10	6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1483	-	863	-	-	
HCM Lane V/C Ratio	0.039	-	0.164	-	-	
HCM Control Delay (s)	7.5	0	10	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-	

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	0	6	23	44	0	10	5	106	27	22	318	0
Future Vol, veh/h	0	6	23	44	0	10	5	106	27	22	318	0
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	-	-	100	-	-	365	-	-	100	-	-	200
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, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	7	25	48	0	11	5	115	29	24	346	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	539	548	346	535	519	115	346	0	0	144	0	0
Stage 1	394	394	-	125	125	-	-	-	-	-	-	-
Stage 2	145	154	-	410	394	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.18	6.58	6.28	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.572	4.072	3.372	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	444	436	684	447	453	921	1180	-	-	1402	-	-
Stage 1	619	595	-	865	781	-	-	-	-	-	-	-
Stage 2	844	759	-	607	595	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	430	425	684	417	441	921	1180	-	-	1402	-	-
Mov Cap-2 Maneuver	430	425	-	417	441	-	-	-	-	-	-	-
Stage 1	616	583	-	861	777	-	-	-	-	-	-	-
Stage 2	830	755	-	566	583	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		13.6		0.3		0.5	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1180	-	-	425	684	417	921	1402	-	-
HCM Lane V/C Ratio	0.005	-	-	0.015	0.037	0.115	0.012	0.017	-	-
HCM Control Delay (s)	8.1	0	-	13.6	10.5	14.7	9	7.6	0	-
HCM Lane LOS	A	A	-	B	B	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	0	0.1	-	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔	↔		↔	↔		↔	↔
Traffic Vol, veh/h	2	0	6	32	2	20	14	293	32	13	221	0
Future Vol, veh/h	2	0	6	32	2	20	14	293	32	13	221	0
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	-	-	100	-	-	365	-	-	100	-	-	200
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	0	7	35	2	22	15	318	35	14	240	0
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	651	240	620	616	318	240	0	0	353	0	0
Stage 1	268	268	-	348	348	-	-	-	-	-	-	-
Stage 2	378	383	-	272	268	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	386	389	801	402	407	725	1333	-	-	1211	-	-
Stage 1	740	689	-	670	636	-	-	-	-	-	-	-
Stage 2	646	614	-	736	689	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	365	378	801	391	396	725	1333	-	-	1211	-	-
Mov Cap-2 Maneuver	365	378	-	391	396	-	-	-	-	-	-	-
Stage 1	730	680	-	661	627	-	-	-	-	-	-	-
Stage 2	616	605	-	721	680	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	10.9			13.3			0.3			0.4		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1333	-	-	365	801	391	725	1211	-	-		
HCM Lane V/C Ratio	0.011	-	-	0.006	0.008	0.095	0.03	0.012	-	-		
HCM Control Delay (s)	7.7	0	-	14.9	9.5	15.2	10.1	8	0	-		
HCM Lane LOS	A	A	-	B	A	C	B	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0	0	0.3	0.1	0	-	-		

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱		↰	↱		↰↱	
Traffic Vol, veh/h	0	6	23	44	0	10	5	155	27	22	337	0
Future Vol, veh/h	0	6	23	44	0	10	5	155	27	22	337	0
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	-	-	100	-	-	365	-	-	100	-	-	-
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, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	0	7	25	48	0	11	5	168	29	24	366	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	612	621	366	608	592	168	366	0	0	197	0	0
Stage 1	414	414	-	178	178	-	-	-	-	-	-	-
Stage 2	198	207	-	430	414	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.18	6.58	6.28	4.18	-	-	4.18	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.18	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.572	4.072	3.372	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	397	396	666	399	411	861	1160	-	-	1341	-	-
Stage 1	604	583	-	810	741	-	-	-	-	-	-	-
Stage 2	790	719	-	592	583	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	384	385	666	371	400	861	1160	-	-	1341	-	-
Mov Cap-2 Maneuver	384	385	-	371	400	-	-	-	-	-	-	-
Stage 1	601	570	-	806	737	-	-	-	-	-	-	-
Stage 2	776	715	-	551	570	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.4		14.8		0.2		0.5					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1160	-	-	385	666	371	861	1341	-	-		
HCM Lane V/C Ratio	0.005	-	-	0.017	0.038	0.129	0.013	0.018	-	-		
HCM Control Delay (s)	8.1	0	-	14.5	10.6	16.1	9.2	7.7	0	-		
HCM Lane LOS	A	A	-	B	B	C	A	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.4	0	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	2	0	6	32	2	20	14	336	32	13	351	0
Future Vol, veh/h	2	0	6	32	2	20	14	336	32	13	351	0
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	-	-	100	-	-	365	-	-	100	-	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	0	7	35	2	22	15	365	35	14	382	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	835	840	382	809	805	365	382	0	0	400	0	0
Stage 1	410	410	-	395	395	-	-	-	-	-	-	-
Stage 2	425	430	-	414	410	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	288	303	667	300	317	682	1182	-	-	1164	-	-
Stage 1	621	597	-	632	606	-	-	-	-	-	-	-
Stage 2	609	585	-	618	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	271	294	667	290	307	682	1182	-	-	1164	-	-
Mov Cap-2 Maneuver	271	294	-	290	307	-	-	-	-	-	-	-
Stage 1	611	588	-	622	596	-	-	-	-	-	-	-
Stage 2	578	576	-	603	588	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	12.5		16		0.3		0.3					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	1182	-	-	271	667	291	682	1164	-	-		
HCM Lane V/C Ratio	0.013	-	-	0.008	0.01	0.127	0.032	0.012	-	-		
HCM Control Delay (s)	8.1	0	-	18.4	10.5	19.2	10.5	8.1	0	-		
HCM Lane LOS	A	A	-	C	B	C	B	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0	0	0.4	0.1	0	-	-		

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Existing AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	42	5	173	76	37	2	249	30	11	699	41
Future Volume (veh/h)	28	42	5	173	76	37	2	249	30	11	699	41
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	30	46	5	188	83	40	2	271	33	12	760	45
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	84	129	14	215	95	46	48	860	731	52	855	731
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	657	1007	109	1048	463	223	2	1821	1547	9	1809	1547
Grp Volume(v), veh/h	81	0	0	311	0	0	273	0	33	772	0	45
Grp Sat Flow(s),veh/h/ln	1773	0	0	1733	0	0	1823	0	1547	1819	0	1547
Q Serve(g_s), s	3.2	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.9	5.8	0.0	1.2
Cycle Q Clear(g_c), s	3.2	0.0	0.0	13.4	0.0	0.0	7.2	0.0	0.9	30.0	0.0	1.2
Prop In Lane	0.37		0.06	0.60		0.13	0.01		1.00	0.02		1.00
Lane Grp Cap(c), veh/h	227	0	0	356	0	0	908	0	731	907	0	731
V/C Ratio(X)	0.36	0.00	0.00	0.87	0.00	0.00	0.30	0.00	0.05	0.85	0.00	0.06
Avail Cap(c_a), veh/h	298	0	0	404	0	0	1083	0	881	1082	0	881
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	29.7	0.0	0.0	12.6	0.0	11.0	18.6	0.0	11.1
Incr Delay (d2), s/veh	0.9	0.0	0.0	17.2	0.0	0.0	0.2	0.0	0.0	5.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	7.1	0.0	0.0	2.8	0.0	0.3	12.7	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.7	0.0	0.0	47.0	0.0	0.0	12.8	0.0	11.0	24.4	0.0	11.1
LnGrp LOS	C	A	A	D	A	A	B	A	B	C	A	B
Approach Vol, veh/h	81			311			306			817		
Approach Delay, s/veh	31.7			47.0			12.6			23.7		
Approach LOS	C			D			B			C		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	14.9			41.5			20.9			41.5		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	13.0			44.0			18.0			44.0		
Max Q Clear Time (g_c+I1), s	5.2			32.0			15.4			9.2		
Green Ext Time (p_c), s	0.2			4.6			0.5			1.9		
Intersection Summary												
HCM 6th Ctrl Delay	26.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Existing PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	72	5	82	109	52	4	758	123	29	401	56
Future Volume (veh/h)	77	72	5	82	109	52	4	758	123	29	401	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	84	78	5	89	118	57	4	824	134	32	436	61
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	120	112	7	101	134	65	41	787	831	43	423	831
Arrive On Green	0.13	0.13	0.13	0.17	0.17	0.17	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	906	841	54	593	786	379	0	1490	1572	0	802	1572
Grp Volume(v), veh/h	167	0	0	264	0	0	828	0	134	468	0	61
Grp Sat Flow(s),veh/h/ln	1801	0	0	1758	0	0	1490	0	1572	802	0	1572
Q Serve(g_s), s	7.9	0.0	0.0	13.0	0.0	0.0	0.0	0.0	3.9	0.0	0.0	1.7
Cycle Q Clear(g_c), s	7.9	0.0	0.0	13.0	0.0	0.0	47.0	0.0	3.9	47.0	0.0	1.7
Prop In Lane	0.50		0.03	0.34		0.22	0.00		1.00	0.07		1.00
Lane Grp Cap(c), veh/h	239	0	0	300	0	0	828	0	831	467	0	831
V/C Ratio(X)	0.70	0.00	0.00	0.88	0.00	0.00	1.00	0.00	0.16	1.00	0.00	0.07
Avail Cap(c_a), veh/h	243	0	0	316	0	0	828	0	831	467	0	831
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	0.0	36.0	0.0	0.0	22.6	0.0	10.8	29.5	0.0	10.3
Incr Delay (d2), s/veh	8.4	0.0	0.0	23.1	0.0	0.0	31.4	0.0	0.1	42.4	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	4.0	0.0	0.0	7.4	0.0	0.0	22.3	0.0	1.3	14.2	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	0.0	59.1	0.0	0.0	54.0	0.0	10.9	71.9	0.0	10.3
LnGrp LOS	D	A	A	E	A	A	F	A	B	F	A	B
Approach Vol, veh/h	167			264			962			529		
Approach Delay, s/veh	45.3			59.1			48.0			64.8		
Approach LOS	D			E			D			E		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	16.8			52.0			20.2			52.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	12.0			47.0			16.0			47.0		
Max Q Clear Time (g_c+I1), s	9.9			49.0			15.0			49.0		
Green Ext Time (p_c), s	0.2			0.0			0.1			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	53.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Future AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	49	5	205	86	87	2	2757	34	31	2191	45
Future Volume (veh/h)	33	49	5	205	86	87	2	2757	34	31	2191	45
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	36	53	5	223	93	95	2	2997	37	34	2382	49
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	66	97	9	157	65	67	30	948	941	31	396	941
Arrive On Green	0.10	0.10	0.10	0.17	0.17	0.17	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	680	1001	94	927	387	395	0	1560	1547	0	651	1547
Grp Volume(v), veh/h	94	0	0	411	0	0	2999	0	37	2416	0	49
Grp Sat Flow(s),veh/h/ln	1775	0	0	1708	0	0	1560	0	1547	651	0	1547
Q Serve(g_s), s	6.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	1.5
Cycle Q Clear(g_c), s	6.0	0.0	0.0	20.0	0.0	0.0	72.0	0.0	1.1	72.0	0.0	1.5
Prop In Lane	0.38		0.05	0.54		0.23	0.00		1.00	0.01		1.00
Lane Grp Cap(c), veh/h	172	0	0	288	0	0	979	0	941	427	0	941
V/C Ratio(X)	0.55	0.00	0.00	1.42	0.00	0.00	3.06	0.00	0.04	5.66	0.00	0.05
Avail Cap(c_a), veh/h	195	0	0	288	0	0	979	0	941	427	0	941
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	0.0	49.2	0.0	0.0	26.1	0.0	9.3	42.1	0.0	9.4
Incr Delay (d2), s/veh	2.7	0.0	0.0	210.2	0.0	0.0	931.7	0.0	0.0	2103.1	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	2.8	0.0	0.0	25.3	0.0	0.0	278.4	0.0	0.4	260.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.7	0.0	0.0	259.4	0.0	0.0	957.8	0.0	9.3	2145.2	0.0	9.4
LnGrp LOS	D	A	A	F	A	A	F	A	A	F	A	A
Approach Vol, veh/h	94		411				3036			2465		
Approach Delay, s/veh	53.7		259.4				946.2			2102.8		
Approach LOS	D		F				F			F		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	16.5		77.0				25.0			77.0		
Change Period (Y+Rc), s	5.0		5.0				5.0			5.0		
Max Green Setting (Gmax), s	13.0		72.0				20.0			72.0		
Max Q Clear Time (g_c+I1), s	8.0		74.0				22.0			74.0		
Green Ext Time (p_c), s	0.1		0.0				0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	1359.9											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Future PM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	88	5	88	123	82	4	2802	140	76	3403	119
Future Volume (veh/h)	92	88	5	88	123	82	4	2802	140	76	3403	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	96	5	96	134	89	4	3046	152	83	3699	129
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	116	111	6	73	103	68	36	861	913	37	180	913
Arrive On Green	0.13	0.13	0.13	0.14	0.14	0.14	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	897	861	45	524	732	486	0	1482	1572	0	309	1572
Grp Volume(v), veh/h	201	0	0	319	0	0	3050	0	152	3782	0	129
Grp Sat Flow(s),veh/h/ln	1803	0	0	1742	0	0	1482	0	1572	309	0	1572
Q Serve(g_s), s	10.9	0.0	0.0	14.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0	3.7
Cycle Q Clear(g_c), s	10.9	0.0	0.0	14.0	0.0	0.0	58.0	0.0	4.5	58.0	0.0	3.7
Prop In Lane	0.50		0.02	0.30		0.28	0.00		1.00	0.02		1.00
Lane Grp Cap(c), veh/h	232	0	0	244	0	0	897	0	913	216	0	913
V/C Ratio(X)	0.86	0.00	0.00	1.31	0.00	0.00	3.40	0.00	0.17	17.48	0.00	0.14
Avail Cap(c_a), veh/h	235	0	0	244	0	0	897	0	913	216	0	913
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.6	0.0	0.0	42.9	0.0	0.0	24.2	0.0	9.7	37.2	0.0	9.6
Incr Delay (d2), s/veh	26.7	0.0	0.0	164.3	0.0	0.0	1083.2	0.0	0.1	7424.7	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	6.5	0.0	0.0	17.1	0.0	0.0	288.7	0.0	1.5	450.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.3	0.0	0.0	207.3	0.0	0.0	1107.3	0.0	9.8	7461.9	0.0	9.6
LnGrp LOS	E	A	A	F	A	A	F	A	A	F	A	A
Approach Vol, veh/h	201		319				3202			3911		
Approach Delay, s/veh	69.3		207.3				1055.2			7216.1		
Approach LOS	E		F				F			F		
Timer - Assigned Phs	2		4				6			8		
Phs Duration (G+Y+Rc), s	17.9		63.0				19.0			63.0		
Change Period (Y+Rc), s	5.0		5.0				5.0			5.0		
Max Green Setting (Gmax), s	13.0		58.0				14.0			58.0		
Max Q Clear Time (g_c+I1), s	12.9		60.0				16.0			60.0		
Green Ext Time (p_c), s	0.0		0.0				0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	4150.5											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Future AM - Mit
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	49	5	205	86	87	2	2757	34	31	2191	45
Future Volume (veh/h)	33	49	5	205	86	87	2	2757	34	31	2191	45
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	1826	1826	1826	1826	1826	1826	1826	1826	1826
Adj Flow Rate, veh/h	36	53	5	223	93	95	2	2997	37	34	2382	49
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	134	76	7	275	105	108	119	3679	1325	76	3679	1200
Arrive On Green	0.04	0.05	0.05	0.12	0.13	0.13	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1739	1643	155	1739	828	846	137	4985	1547	75	4985	1547
Grp Volume(v), veh/h	36	0	58	223	0	188	2	2997	37	34	2382	49
Grp Sat Flow(s), veh/h/ln	1739	0	1798	1739	0	1674	137	1662	1547	75	1662	1547
Q Serve(g_s), s	2.8	0.0	4.6	17.0	0.0	15.9	1.1	56.7	0.5	49.3	34.4	1.1
Cycle Q Clear(g_c), s	2.8	0.0	4.6	17.0	0.0	15.9	35.5	56.7	0.5	106.0	34.4	1.1
Prop In Lane	1.00		0.09	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	0	83	275	0	213	119	3679	1325	76	3679	1200
V/C Ratio(X)	0.27	0.00	0.70	0.81	0.00	0.88	0.02	0.81	0.03	0.45	0.65	0.04
Avail Cap(c_a), veh/h	155	0	163	275	0	268	119	3679	1325	76	3679	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.7	0.0	67.5	55.9	0.0	61.6	18.3	12.3	1.5	53.2	9.4	3.7
Incr Delay (d2), s/veh	1.1	0.0	10.2	16.7	0.0	23.4	0.1	1.5	0.0	4.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	2.3	8.9	0.0	8.1	0.0	19.5	0.1	1.3	11.6	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	0.0	77.8	72.6	0.0	85.0	18.4	13.8	1.5	57.3	9.8	3.8
LnGrp LOS	E	A	E	E	A	F	B	B	A	E	A	A
Approach Vol, veh/h	94			411			3036			2465		
Approach Delay, s/veh	72.0			78.3			13.7			10.4		
Approach LOS	E			E			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	11.6		111.0	9.3	23.3		111.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	13.0	13.0		106.0	7.0	23.0		106.0				
Max Q Clear Time (g_c+1/9), s	6.6	6.6		108.0	4.8	17.9		58.7				
Green Ext Time (p_c), s	0.0	0.1		0.0	0.0	0.4		42.3				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
258: US 421/Michigan Rd & Willow Rd

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	88	5	88	123	82	4	2802	140	76	3403	119
Future Volume (veh/h)	92	88	5	88	123	82	4	2802	140	76	3403	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	100	96	5	96	134	89	4	3046	152	83	3699	129
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	130	198	10	222	125	83	49	3749	1248	70	3749	1237
Arrive On Green	0.05	0.11	0.11	0.05	0.12	0.12	0.74	0.74	0.74	0.74	0.74	0.74
Sat Flow, veh/h	1767	1748	91	1767	1040	691	34	5066	1572	64	5066	1572
Grp Volume(v), veh/h	100	0	101	96	0	223	4	3046	152	83	3699	129
Grp Sat Flow(s), veh/h/ln	1767	0	1839	1767	0	1731	34	1689	1572	64	1689	1572
Q Serve(g_s), s	7.0	0.0	7.7	7.2	0.0	18.0	5.4	58.8	3.3	52.2	105.6	2.9
Cycle Q Clear(g_c), s	7.0	0.0	7.7	7.2	0.0	18.0	111.0	58.8	3.3	111.0	105.6	2.9
Prop In Lane	1.00		0.05	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	0	208	222	0	208	49	3749	1248	70	3749	1237
V/C Ratio(X)	0.77	0.00	0.48	0.43	0.00	1.07	0.08	0.81	0.12	1.18	0.99	0.10
Avail Cap(c_a), veh/h	130	0	208	222	0	208	49	3749	1248	70	3749	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.1	0.0	62.4	55.3	0.0	66.0	74.2	12.7	3.5	66.7	18.8	3.7
Incr Delay (d2), s/veh	23.5	0.0	1.7	1.3	0.0	83.3	0.7	1.4	0.0	163.7	11.8	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	4.3	0.0	3.7	3.3	0.0	12.8	0.2	20.7	1.0	5.9	40.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	0.0	64.1	56.6	0.0	149.3	74.9	14.2	3.6	230.4	30.6	3.8
LnGrp LOS	F	A	E	E	A	F	E	B	A	F	C	A
Approach Vol, veh/h	201			319			3202			3911		
Approach Delay, s/veh	72.8			121.4			13.7			33.9		
Approach LOS	E			F			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	22.0	22.0		116.0	11.0	23.0		116.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	17.0	17.0		111.0	7.0	18.0		111.0				
Max Q Clear Time (g_c+I), s	9.7	9.7		113.0	9.0	20.0		113.0				
Green Ext Time (p_c), s	0.0	0.2		0.0	0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	17	2	20	9	0	2	17	14	4	49	2
Future Vol, veh/h	0	17	2	20	9	0	2	17	14	4	49	2
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	18	2	22	10	0	2	18	15	4	53	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.6	7.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	69%	7%
Vol Thru, %	52%	89%	31%	89%
Vol Right, %	42%	11%	0%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	19	29	55
LT Vol	2	0	20	4
Through Vol	17	17	9	49
RT Vol	14	2	0	2
Lane Flow Rate	36	21	32	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.024	0.038	0.069
Departure Headway (Hd)	3.911	4.146	4.338	4.129
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	910	858	821	865
Service Time	1.957	2.199	2.388	2.166
HCM Lane V/C Ratio	0.04	0.024	0.039	0.069
HCM Control Delay	7.1	7.3	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.2

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	20	6	25	17	5	3	55	10	6	34	1
Future Vol, veh/h	1	20	6	25	17	5	3	55	10	6	34	1
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	22	7	27	18	5	3	60	11	7	37	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.5	7.4	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	4%	53%	15%
Vol Thru, %	81%	74%	36%	83%
Vol Right, %	15%	22%	11%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	27	47	41
LT Vol	3	1	25	6
Through Vol	55	20	17	34
RT Vol	10	6	5	1
Lane Flow Rate	74	29	51	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.033	0.059	0.051
Departure Headway (Hd)	4.01	4.036	4.189	4.127
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	878	849	861
Service Time	2.061	2.101	2.247	2.182
HCM Lane V/C Ratio	0.083	0.033	0.06	0.052
HCM Control Delay	7.4	7.2	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.2	0.2

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	69	2	20	30	25	3	34	16	90	96	2
Future Vol, veh/h	0	69	2	20	30	25	3	34	16	90	96	2
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	0	75	2	22	33	27	3	37	17	98	104	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	8.1	7.8	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	0%	27%	48%
Vol Thru, %	64%	97%	40%	51%
Vol Right, %	30%	3%	33%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	71	75	188
LT Vol	3	0	20	90
Through Vol	34	69	30	96
RT Vol	16	2	25	2
Lane Flow Rate	58	77	82	204
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.101	0.104	0.258
Departure Headway (Hd)	4.459	4.716	4.583	4.551
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	761	783	791
Service Time	2.484	2.738	2.605	2.57
HCM Lane V/C Ratio	0.072	0.101	0.105	0.258
HCM Control Delay	7.8	8.3	8.1	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.3	1

Intersection

Intersection Delay, s/veh 9.3

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	62	8	29	103	100	3	107	14	51	101	1
Future Vol, veh/h	1	62	8	29	103	100	3	107	14	51	101	1
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	1	67	9	32	112	109	3	116	15	55	110	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.7	9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	1%	12%	33%
Vol Thru, %	86%	87%	44%	66%
Vol Right, %	11%	11%	43%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	71	232	153
LT Vol	3	1	29	51
Through Vol	107	62	103	101
RT Vol	14	8	100	1
Lane Flow Rate	135	77	252	166
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.105	0.316	0.227
Departure Headway (Hd)	4.834	4.893	4.514	4.915
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	737	728	792	727
Service Time	2.894	2.955	2.563	2.972
HCM Lane V/C Ratio	0.183	0.106	0.318	0.228
HCM Control Delay	9	8.5	9.7	9.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.4	1.4	0.9

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	72	14	0	2	0
Future Vol, veh/h	2	72	14	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	78	15	0	2	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	32	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	979	1079	1614	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	970	1079	1614	-	-	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1076	-	-	
HCM Lane V/C Ratio	0.009	-	0.075	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	65	0	0	0
Future Vol, veh/h	0	30	65	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	33	71	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	143	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	852	1087	1628	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	815	1087	1628	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1628	-	1087	-	-	
HCM Lane V/C Ratio	0.043	-	0.03	-	-	
HCM Control Delay (s)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	72	14	0	2	0
Future Vol, veh/h	2	72	14	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	78	15	0	2	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	32	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	30	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	979	1079	1614	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	970	1079	1614	-	-	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	990	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1614	-	1076	-	-	
HCM Lane V/C Ratio	0.009	-	0.075	-	-	
HCM Control Delay (s)	7.3	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	7.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	30	65	0	0	0
Future Vol, veh/h	0	30	65	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	33	71	0	0	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	143	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	852	1087	1628	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	815	1087	1628	-	-	-
Mov Cap-2 Maneuver	815	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.4	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1628	-	1087	-	-	
HCM Lane V/C Ratio	0.043	-	0.03	-	-	
HCM Control Delay (s)	7.3	0	8.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	3	285	4	2	881
Future Vol, veh/h	33	3	285	4	2	881
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	36	3	310	4	2	958
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1274	312	0	0	314	0
Stage 1	312	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	183	724	-	-	1235	-
Stage 1	738	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	182	724	-	-	1235	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	28.2	0		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	194		1235	-	
HCM Lane V/C Ratio	-	0.202		0.002	-	
HCM Control Delay (s)	-	28.2		7.9	0	
HCM Lane LOS	-	D		A	A	
HCM 95th %tile Q(veh)	-	0.7		0	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	1	882	14	3	495
Future Vol, veh/h	10	1	882	14	3	495
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	1	959	15	3	538
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1511	967	0	0	974	0
Stage 1	967	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	132	307	-	-	704	-
Stage 1	367	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	307	-	-	704	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	33.5	0		0.1		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	138		704	-	
HCM Lane V/C Ratio	-	0.087		0.005	-	
HCM Control Delay (s)	-	33.5		10.1	0	
HCM Lane LOS	-	D		B	A	
HCM 95th %tile Q(veh)	-	0.3		0	-	

Intersection						
Int Delay, s/veh	9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	6	2794	6	6	2401
Future Vol, veh/h	34	6	2794	6	6	2401
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	37	7	3037	7	7	2610
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	5665	3041	0	0	3044	0
Stage 1	3041	-	-	-	-	-
Stage 2	2624	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	0	17	-	-	108	-
Stage 1	~ 32	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	17	-	-	108	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	~ 32	-	-	-	-	-
Stage 2	54	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, \$	1172.6	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	17	108	-	
HCM Lane V/C Ratio	-	-	2.558	0.06	-	
HCM Control Delay (s)	-	\$	1172.6	40.5	0	
HCM Lane LOS	-	-	F	E	A	
HCM 95th %tile Q(veh)	-	-	6	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	2941	19	6	3500
Future Vol, veh/h	12	3	2941	19	6	3500
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	3	3197	21	7	3804
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	7026	3208	0	0	3218	0
Stage 1	3208	-	-	-	-	-
Stage 2	3818	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	0	13	-	-	93	-
Stage 1	27	-	-	-	-	-
Stage 2	~ 12	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	13	-	-	93	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	27	-	-	-	-	-
Stage 2	~ 12	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s\$	738.6	0		0.1		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	13	93	-	
HCM Lane V/C Ratio	-	-	1.254	0.07	-	
HCM Control Delay (s)	-	-	\$ 738.6	46.6	0	
HCM Lane LOS	-	-	F	E	A	
HCM 95th %tile Q(veh)	-	-	2.7	0.2	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	25.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	6	2794	6	6	2401
Future Vol, veh/h	34	6	2794	6	6	2401
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	37	7	3037	7	7	2610
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	4099	1522	0	0	3044	0
Stage 1	3041	-	-	-	-	-
Stage 2	1058	-	-	-	-	-
Critical Hdwy	5.78	7.18	-	-	5.38	-
Critical Hdwy Stg 1	6.68	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.84	3.94	-	-	3.14	-
Pot Cap-1 Maneuver	~ 6	90	-	-	35	-
Stage 1	~ 11	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 6	90	-	-	35	-
Mov Cap-2 Maneuver	~ 6	-	-	-	-	-
Stage 1	~ 11	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, \$	3368.8	0		0.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	7	35	-	
HCM Lane V/C Ratio	-	-	6.211	0.186	-	
HCM Control Delay (s)	-	\$	3368.8	130.1	0	
HCM Lane LOS	-	-	F	F	A	
HCM 95th %tile Q(veh)	-	-	6.9	0.6	-	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection						
Int Delay, s/veh	15.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	3	2941	19	6	3500
Future Vol, veh/h	12	3	2941	19	6	3500
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	13	3	3197	21	7	3804
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	4744	1609	0	0	3218	0
Stage 1	3208	-	-	-	-	-
Stage 2	1536	-	-	-	-	-
Critical Hdwy	5.76	7.16	-	-	5.36	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-
Follow-up Hdwy	3.83	3.93	-	-	3.13	-
Pot Cap-1 Maneuver	~ 2	79	-	-	28	-
Stage 1	~ 9	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 2	79	-	-	28	-
Mov Cap-2 Maneuver	~ 2	-	-	-	-	-
Stage 1	~ 9	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, \$	6446.2		0		0.3	
HCM LOS	F					
Minor Lane/Major Mvmt		NBT	NBRWBLn1	SBL	SBT	
Capacity (veh/h)		-	-	2	28	-
HCM Lane V/C Ratio		-	-	8.152	0.233	-
HCM Control Delay (s)		-	\$	6446.2	169	0
HCM Lane LOS		-	-	F	F	A
HCM 95th %tile Q(veh)		-	-	3.5	0.7	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

Intersection				
Intersection Delay, s/veh	5.0			
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	71	167	129	317
Demand Flow Rate, veh/h	75	178	137	335
Vehicles Circulating, veh/h	396	68	234	125
Vehicles Exiting, veh/h	64	303	237	121
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.9	4.1	4.7	5.7
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	75	178	137	335
Cap Entry Lane, veh/h	921	1287	1087	1215
Entry HV Adj Factor	0.949	0.941	0.941	0.946
Flow Entry, veh/h	71	167	129	317
Cap Entry, veh/h	875	1211	1023	1149
V/C Ratio	0.081	0.138	0.126	0.276
Control Delay, s/veh	4.9	4.1	4.7	5.7
LOS	A	A	A	A
95th %tile Queue, veh	0	0	0	1

Intersection				
Intersection Delay, s/veh	6.3			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	63	350	384	251
Demand Flow Rate, veh/h	64	357	391	255
Vehicles Circulating, veh/h	371	244	186	219
Vehicles Exiting, veh/h	103	333	249	382
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	4.5	6.8	6.6	5.5
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	64	357	391	255
Cap Entry Lane, veh/h	945	1076	1141	1104
Entry HV Adj Factor	0.983	0.982	0.981	0.982
Flow Entry, veh/h	63	350	384	251
Cap Entry, veh/h	930	1056	1120	1084
V/C Ratio	0.068	0.332	0.343	0.231
Control Delay, s/veh	4.5	6.8	6.6	5.5
LOS	A	A	A	A
95th %tile Queue, veh	0	1	2	1

Intersection				
Intersection Delay, s/veh	66.7			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	531	312	745	907
Demand Flow Rate, veh/h	557	328	782	952
Vehicles Circulating, veh/h	991	825	699	239
Vehicles Exiting, veh/h	200	656	849	914
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	103.1	16.6	110.0	26.9
Approach LOS	F	C	F	D
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	557	328	782	952
Cap Entry Lane, veh/h	502	595	676	1081
Entry HV Adj Factor	0.953	0.952	0.952	0.952
Flow Entry, veh/h	531	312	745	907
Cap Entry, veh/h	479	566	644	1030
V/C Ratio	1.109	0.551	1.156	0.880
Control Delay, s/veh	103.1	16.6	110.0	26.9
LOS	F	C	F	D
95th %tile Queue, veh	18	3	24	12

Intersection				
Intersection Delay, s/veh	470.1			
Intersection LOS	F			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	342	779	1402	1520
Demand Flow Rate, veh/h	349	795	1429	1551
Vehicles Circulating, veh/h	1616	1333	438	721
Vehicles Exiting, veh/h	656	534	1527	1407
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	204.5	593.1	298.1	625.3
Approach LOS	F	F	F	F
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	349	795	1429	1551
Cap Entry Lane, veh/h	266	354	883	661
Entry HV Adj Factor	0.979	0.980	0.981	0.980
Flow Entry, veh/h	342	779	1402	1520
Cap Entry, veh/h	260	347	866	648
V/C Ratio	1.314	2.244	1.619	2.345
Control Delay, s/veh	204.5	593.1	298.1	625.3
LOS	F	F	F	F
95th %tile Queue, veh	18	59	74	114

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	333	55	33	133	12	28	2	18	8	3	5
Future Vol, veh/h	6	333	55	33	133	12	28	2	18	8	3	5
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	-	-	-	-	-	85	-	-	-	-	-	-
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	7	362	60	36	145	13	30	2	20	9	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	422	0	0	634	636	392	634	653	145
Stage 1	-	-	-	-	-	-	406	406	-	217	217	-
Stage 2	-	-	-	-	-	-	228	230	-	417	436	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1409	-	-	1127	-	-	389	393	652	389	384	897
Stage 1	-	-	-	-	-	-	618	594	-	781	720	-
Stage 2	-	-	-	-	-	-	770	710	-	609	576	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1409	-	-	1127	-	-	372	376	652	364	368	897
Mov Cap-2 Maneuver	-	-	-	-	-	-	372	376	-	364	368	-
Stage 1	-	-	-	-	-	-	614	590	-	776	695	-
Stage 2	-	-	-	-	-	-	735	685	-	584	572	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.5			14.2			13.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	444	1409	-	-	1127	-	-	448				
HCM Lane V/C Ratio	0.118	0.005	-	-	0.032	-	-	0.039				
HCM Control Delay (s)	14.2	7.6	0	-	8.3	0	-	13.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1				

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	5	204	23	34	347	6	104	8	70	9	3	12
Future Vol, veh/h	5	204	23	34	347	6	104	8	70	9	3	12
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	-	-	-	-	-	85	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	222	25	37	377	7	113	9	76	10	3	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	384	0	0	247	0	0	708	703	235	738	708	377
Stage 1	-	-	-	-	-	-	245	245	-	451	451	-
Stage 2	-	-	-	-	-	-	463	458	-	287	257	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1186	-	-	1331	-	-	352	364	809	336	362	674
Stage 1	-	-	-	-	-	-	763	707	-	592	574	-
Stage 2	-	-	-	-	-	-	583	570	-	725	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1186	-	-	1331	-	-	332	349	809	290	348	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	332	349	-	290	348	-
Stage 1	-	-	-	-	-	-	759	703	-	589	554	-
Stage 2	-	-	-	-	-	-	548	550	-	645	696	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.7			20.2			14.2		
HCM LOS							C			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	431	1186	-	-	1331	-	-	418				
HCM Lane V/C Ratio	0.459	0.005	-	-	0.028	-	-	0.062				
HCM Control Delay (s)	20.2	8	0	-	7.8	0	-	14.2				
HCM Lane LOS	C	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	2.4	0	-	-	0.1	-	-	0.2				

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	6	499	208	41	238	12	28	2	45	8	3	5
Future Vol, veh/h	6	499	208	41	238	12	28	2	45	8	3	5
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	-	-	-	-	-	85	-	-	-	-	-	-
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	7	542	226	45	259	13	30	2	49	9	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	768	0	0	1029	1031	655	1044	1131	259
Stage 1	-	-	-	-	-	-	669	669	-	349	349	-
Stage 2	-	-	-	-	-	-	360	362	-	695	782	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	1280	-	-	837	-	-	210	231	463	205	202	775
Stage 1	-	-	-	-	-	-	444	453	-	663	630	-
Stage 2	-	-	-	-	-	-	654	622	-	429	402	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	837	-	-	194	214	463	172	187	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	194	214	-	172	187	-
Stage 1	-	-	-	-	-	-	440	448	-	656	590	-
Stage 2	-	-	-	-	-	-	605	583	-	378	398	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			1.3			21.5			21.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	299	1280	-	-	837	-	-	232				
HCM Lane V/C Ratio	0.273	0.005	-	-	0.053	-	-	0.075				
HCM Control Delay (s)	21.5	7.8	0	-	9.5	0	-	21.8				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1.1	0	-	-	0.2	-	-	0.2				

Intersection												
Int Delay, s/veh	32.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	326	73	69	755	6	104	8	94	9	3	12
Future Vol, veh/h	5	326	73	69	755	6	104	8	94	9	3	12
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	-	-	-	-	-	85	-	-	-	-	-	-
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, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	354	79	75	821	7	113	9	102	10	3	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	828	0	0	433	0	0	1387	1382	394	1430	1414	821
Stage 1	-	-	-	-	-	-	404	404	-	971	971	-
Stage 2	-	-	-	-	-	-	983	978	-	459	443	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	812	-	-	1137	-	-	122	145	659	113	139	378
Stage 1	-	-	-	-	-	-	627	603	-	307	334	-
Stage 2	-	-	-	-	-	-	302	331	-	586	579	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	812	-	-	1137	-	-	~ 104	126	659	82	121	378
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 104	126	-	82	121	-
Stage 1	-	-	-	-	-	-	622	598	-	305	293	-
Stage 2	-	-	-	-	-	-	253	291	-	484	574	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			227			35.5		
HCM LOS							F			E		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	171	812	-	-	1137	-	-	144				
HCM Lane V/C Ratio	1.309	0.007	-	-	0.066	-	-	0.181				
HCM Control Delay (s)	227	9.5	0	-	8.4	0	-	35.5				
HCM Lane LOS	F	A	A	-	A	A	-	E				
HCM 95th %tile Q(veh)	13	0	-	-	0.2	-	-	0.6				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection				
Intersection Delay, s/veh	8.7			
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	775	317	81	17
Demand Flow Rate, veh/h	806	330	84	17
Vehicles Circulating, veh/h	59	40	580	347
Vehicles Exiting, veh/h	305	624	285	23
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.6	5.0	6.0	3.9
Approach LOS	B	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	806	330	84	17
Cap Entry Lane, veh/h	1299	1325	764	969
Entry HV Adj Factor	0.962	0.960	0.963	0.993
Flow Entry, veh/h	775	317	81	17
Cap Entry, veh/h	1250	1271	736	962
V/C Ratio	0.620	0.249	0.110	0.018
Control Delay, s/veh	10.6	5.0	6.0	3.9
LOS	B	A	A	A
95th %tile Queue, veh	5	1	0	0

Intersection				
Intersection Delay, s/veh	11.1			
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	438	903	224	26
Demand Flow Rate, veh/h	438	903	224	26
Vehicles Circulating, veh/h	88	127	369	1009
Vehicles Exiting, veh/h	947	466	157	21
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.1	14.8	6.2	8.0
Approach LOS	A	B	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	438	903	224	26
Cap Entry Lane, veh/h	1261	1212	947	493
Entry HV Adj Factor	1.000	1.000	1.000	1.000
Flow Entry, veh/h	438	903	224	26
Cap Entry, veh/h	1261	1212	947	493
V/C Ratio	0.347	0.745	0.237	0.053
Control Delay, s/veh	6.1	14.8	6.2	8.0
LOS	A	B	A	A
95th %tile Queue, veh	2	7	1	0

Intersection					
Intersection Delay, s/veh	15.6				
Intersection LOS	C				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	557	376	309	745	
Demand Flow Rate, veh/h	580	391	320	775	
Vehicles Circulating, veh/h	881	272	604	331	
Vehicles Exiting, veh/h	225	652	649	332	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	17.3	7.6	10.9	20.2	
Approach LOS	C	A	B	C	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
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	208	4.976	4.976	4.976
Entry Flow, veh/h	372	712	391	320	775
Cap Entry Lane, veh/h	562	0.962	1046	745	985
Entry HV Adj Factor	0.961	200	0.960	0.964	0.961
Flow Entry, veh/h	357	684	376	309	745
Cap Entry, veh/h	540	0.292	1004	719	946
V/C Ratio	0.662	8.9	0.374	0.429	0.787
Control Delay, s/veh	22.1	A	7.6	10.9	20.2
LOS	C	1	A	B	C
95th %tile Queue, veh	5		2	2	8

Intersection					
Intersection Delay, s/veh	10.5				
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	374	467	491	365	
Demand Flow Rate, veh/h	389	486	511	380	
Vehicles Circulating, veh/h	391	507	328	495	
Vehicles Exiting, veh/h	484	332	320	498	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	6.3	13.9	10.4	10.5	
Approach LOS	A	B	B	B	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
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	132	4.976	4.976	4.976
Entry Flow, veh/h	257	996	486	511	380
Cap Entry Lane, veh/h	926	0.962	823	988	833
Entry HV Adj Factor	0.961	127	0.962	0.961	0.961
Flow Entry, veh/h	247	957	467	491	365
Cap Entry, veh/h	890	0.133	791	949	800
V/C Ratio	0.278	5.0	0.591	0.517	0.456
Control Delay, s/veh	7.0	A	13.9	10.4	10.5
LOS	A	0	B	B	B
95th %tile Queue, veh	1		4	3	2

Intersection					
Intersection Delay, s/veh	37.8				
Intersection LOS	E				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	767	460	366	765	
Demand Flow Rate, veh/h	798	479	380	795	
Vehicles Circulating, veh/h	893	360	833	451	
Vehicles Exiting, veh/h	353	853	650	388	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	64.8	10.3	20.3	35.6	
Approach LOS	F	B	C	E	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
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	208	4.976	4.976	4.976
Entry Flow, veh/h	590	711	479	380	795
Cap Entry Lane, veh/h	555	0.962	956	590	871
Entry HV Adj Factor	0.961	200	0.961	0.962	0.962
Flow Entry, veh/h	567	684	460	366	765
Cap Entry, veh/h	533	0.293	919	568	838
V/C Ratio	1.063	8.9	0.501	0.644	0.913
Control Delay, s/veh	84.5	A	10.3	20.3	35.6
LOS	F	1	B	C	E
95th %tile Queue, veh	17		3	5	13

Intersection					
Intersection Delay, s/veh	63.7				
Intersection LOS	F				
Approach	EB	WB	NB	SB	
Entry Lanes	1	1	1	1	
Conflicting Circle Lanes	1	1	1	1	
Adj Approach Flow, veh/h	532	752	680	506	
Demand Flow Rate, veh/h	553	782	707	526	
Vehicles Circulating, veh/h	497	720	563	956	
Vehicles Exiting, veh/h	985	550	355	546	
Ped Vol Crossing Leg, #/h	0	0	0	0	
Ped Cap Adj	1.000	1.000	1.000	1.000	
Approach Delay, s/veh	10.0	119.7	37.9	71.8	
Approach LOS	B	F	E	F	
Lane	Left	Bypass	Left	Left	Left
Designated Moves	LT	R	LTR	LTR	LTR
Assumed Moves	LT	R	LTR	LTR	LTR
RT Channelized		Yield			
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	132	4.976	4.976	4.976
Entry Flow, veh/h	421	961	782	707	526
Cap Entry Lane, veh/h	831	0.962	662	777	520
Entry HV Adj Factor	0.963	127	0.962	0.962	0.962
Flow Entry, veh/h	405	924	752	680	506
Cap Entry, veh/h	800	0.137	637	747	500
V/C Ratio	0.507	5.2	1.181	0.910	1.011
Control Delay, s/veh	11.6	A	119.7	37.9	71.8
LOS	B	0	F	E	F
95th %tile Queue, veh	3		25	12	14

Intersection							
Intersection Delay, s/veh33.0							
Intersection LOS D							
Approach	EB		WB		NB		SB
Entry Lanes	1		1		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	767		460		366		765
Demand Flow Rate, veh/h	798		479		380		795
Vehicles Circulating, veh/h	893		360		833		451
Vehicles Exiting, veh/h	272		853		650		287
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	64.8		7.6		20.3		22.6
Approach LOS	F		A		C		C
Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized		Yield		Yield			Yield
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	208	4.976	101	4.976	4.976	81
Entry Flow, veh/h	590	711	378	1030	380	714	1046
Cap Entry Lane, veh/h	555	0.962	956	0.962	590	871	0.962
Entry HV Adj Factor	0.961	200	0.961	97	0.962	0.962	78
Flow Entry, veh/h	567	684	363	990	366	687	1005
Cap Entry, veh/h	533	0.293	919	0.098	568	838	0.078
V/C Ratio	1.063	8.9	0.395	4.5	0.644	0.820	4.3
Control Delay, s/veh	84.5	A	8.4	A	20.3	24.7	A
LOS	F	1	A	0	C	C	0
95th %tile Queue, veh	17		2		5	9	

Intersection							
Intersection Delay, s/veh34.1							
Intersection LOS D							
Approach	EB		WB		NB		SB
Entry Lanes	1		1		1		1
Conflicting Circle Lanes	1		1		1		1
Adj Approach Flow, veh/h	532		752		680		506
Demand Flow Rate, veh/h	553		782		707		526
Vehicles Circulating, veh/h	497		720		563		956
Vehicles Exiting, veh/h	866		550		355		426
Ped Vol Crossing Leg, #/h	0		0		0		0
Ped Cap Adj	1.000		1.000		1.000		1.000
Approach Delay, s/veh	10.0		52.5		37.9		27.1
Approach LOS	B		F		E		D
Lane	Left	Bypass	Left	Bypass	Left	Left	Bypass
Designated Moves	LT	R	LT	R	LTR	LT	R
Assumed Moves	LT	R	LT	R	LTR	LT	R
RT Channelized		Yield		Yield			Yield
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	132	4.976	120	4.976	4.976	119
Entry Flow, veh/h	421	961	662	894	707	407	571
Cap Entry Lane, veh/h	831	0.962	662	0.962	777	520	0.962
Entry HV Adj Factor	0.963	127	0.962	115	0.962	0.963	114
Flow Entry, veh/h	405	924	637	859	680	392	549
Cap Entry, veh/h	800	0.137	637	0.134	747	501	0.208
V/C Ratio	0.507	5.2	1.000	5.5	0.910	0.782	9.3
Control Delay, s/veh	11.6	A	61.0	A	37.9	32.3	A
LOS	B	0	F	0	E	D	1
95th %tile Queue, veh	3		15		12	7	

Intersection						
Int Delay, s/veh	5.7					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	51	29	117	111	32	118
Future Vol, veh/h	51	29	117	111	32	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	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, %	4	4	4	4	4	4
Mvmt Flow	55	32	127	121	35	128
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	55	0	430	55
Stage 1	-	-	-	-	55	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	0	1537	-	578	1006
Stage 1	-	0	-	-	962	-
Stage 2	-	0	-	-	691	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1537	-	527	1006
Mov Cap-2 Maneuver	-	-	-	-	527	-
Stage 1	-	-	-	-	962	-
Stage 2	-	-	-	-	630	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	3.9		10.3		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	SBL	SBTSWLn1			
Capacity (veh/h)	-	1537	-	843		
HCM Lane V/C Ratio	-	0.083	-	0.193		
HCM Control Delay (s)	-	7.6	0	10.3		
HCM Lane LOS	-	A	A	B		
HCM 95th %tile Q(veh)	-	0.3	-	0.7		

Intersection						
Int Delay, s/veh	5.1					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	177	51	117	135	28	166
Future Vol, veh/h	177	51	117	135	28	166
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	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, %	0	0	0	0	0	0
Mvmt Flow	192	55	127	147	30	180
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	192	0	593	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1394	-	472	855
Stage 1	-	0	-	-	845	-
Stage 2	-	0	-	-	681	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1394	-	425	855
Mov Cap-2 Maneuver	-	-	-	-	425	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	614	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	3.6		11.7		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	SBL	SBTSWLn1			
Capacity (veh/h)	-	1394	-	746		
HCM Lane V/C Ratio	-	0.091	-	0.283		
HCM Control Delay (s)	-	7.8	0	11.7		
HCM Lane LOS	-	A	A	B		
HCM 95th %tile Q(veh)	-	0.3	-	1.2		

Intersection						
Int Delay, s/veh	7.4					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	51	34	281	125	40	195
Future Vol, veh/h	51	34	281	125	40	195
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	12	21	12	1	0	2
Mvmt Flow	51	34	281	125	40	195
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	51	0	738	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	687	-
Critical Hdwy	-	-	4.22	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.308	-	3.5	3.318
Pot Cap-1 Maneuver	-	0	1493	-	388	1017
Stage 1	-	0	-	-	977	-
Stage 2	-	0	-	-	503	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1493	-	310	1017
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	401	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	5.5		12.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	SBL	SBTSWLn1			
Capacity (veh/h)	-	1493	-	733		
HCM Lane V/C Ratio	-	0.188	-	0.321		
HCM Control Delay (s)	-	8	0	12.2		
HCM Lane LOS	-	A	A	B		
HCM 95th %tile Q(veh)	-	0.7	-	1.4		

Intersection						
Int Delay, s/veh	13					
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	177	63	252	193	46	428
Future Vol, veh/h	177	63	252	193	46	428
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	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, %	0	0	0	0	0	0
Mvmt Flow	192	68	274	210	50	465
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	192	0	950	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	758	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1394	-	291	855
Stage 1	-	0	-	-	845	-
Stage 2	-	0	-	-	466	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1394	-	226	855
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	363	-
Approach	NB	SB		SW		
HCM Control Delay, s	0	4.7		25.6		
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	SBL	SBTSWLn1			
Capacity (veh/h)	-	1394	-	673		
HCM Lane V/C Ratio	-	0.196	-	0.766		
HCM Control Delay (s)	-	8.2	0	25.6		
HCM Lane LOS	-	A	A	D		
HCM 95th %tile Q(veh)	-	0.7	-	7.2		

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	8	112	166	24	339
Future Vol, veh/h	32	8	112	166	24	339
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	9	122	180	26	368
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	632	212	0	0	302	0
Stage 1	212	-	-	-	-	-
Stage 2	420	-	-	-	-	-
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	444	828	-	-	1259	-
Stage 1	823	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	432	828	-	-	1259	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13.3	0		0.5		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		478	1259	
HCM Lane V/C Ratio	-	-		0.091	0.021	
HCM Control Delay (s)	-	-		13.3	7.9	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0.3	0.1	

Intersection						
Int Delay, s/veh	4.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	149	24	248	151	16	296
Future Vol, veh/h	149	24	248	151	16	296
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	162	26	270	164	17	322
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	708	352	0	0	434	0
Stage 1	352	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	398	687	-	-	1115	-
Stage 1	707	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	390	687	-	-	1115	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.7	0	0.4			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	415	1115	-	
HCM Lane V/C Ratio	-	-	0.453	0.016	-	
HCM Control Delay (s)	-	-	20.7	8.3	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.3	0	-	

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	174	8	124	323	24	353
Future Vol, veh/h	174	8	124	323	24	353
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	189	9	135	351	26	384
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	747	311	0	0	486	0
Stage 1	311	-	-	-	-	-
Stage 2	436	-	-	-	-	-
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	381	729	-	-	1077	-
Stage 1	743	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	729	-	-	1077	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	24.6	0	0.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	377	1077	-	
HCM Lane V/C Ratio	-	-	0.525	0.024	-	
HCM Control Delay (s)	-	-	24.6	8.4	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	2.9	0.1	-	

Intersection						
Int Delay, s/veh	29.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	362	24	279	267	16	198
Future Vol, veh/h	362	24	279	267	16	198
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	393	26	303	290	17	215
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	697	448	0	0	593	0
Stage 1	448	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.14	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.236	-
Pot Cap-1 Maneuver	404	607	-	-	973	-
Stage 1	639	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	396	607	-	-	973	-
Mov Cap-2 Maneuver	396	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	86.9	0		0.7		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 405		973	-	
HCM Lane V/C Ratio	-	- 1.036		0.018	-	
HCM Control Delay (s)	-	- 86.9		8.8	0	
HCM Lane LOS	-	- F		A	A	
HCM 95th %tile Q(veh)	-	- 13.5		0.1	-	

Intersection			
Intersection Delay, s/veh 6.2			
Intersection LOS A			
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	198	486	410
Demand Flow Rate, veh/h	202	496	419
Vehicles Circulating, veh/h	138	27	193
Vehicles Exiting, veh/h	385	585	147
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.5	6.2	7.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	202	496	419
Cap Entry Lane, veh/h	1199	1342	1133
Entry HV Adj Factor	0.980	0.980	0.979
Flow Entry, veh/h	198	486	410
Cap Entry, veh/h	1175	1316	1110
V/C Ratio	0.169	0.369	0.370
Control Delay, s/veh	4.5	6.2	7.0
LOS	A	A	A
95th %tile Queue, veh	1	2	2

Intersection			
Intersection Delay, s/veh 7.7			
Intersection LOS A			
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	419	593	232
Demand Flow Rate, veh/h	436	617	242
Vehicles Circulating, veh/h	315	18	409
Vehicles Exiting, veh/h	320	633	342
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.8	7.3	6.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	436	617	242
Cap Entry Lane, veh/h	1001	1355	909
Entry HV Adj Factor	0.961	0.961	0.960
Flow Entry, veh/h	419	593	232
Cap Entry, veh/h	962	1302	873
V/C Ratio	0.436	0.455	0.266
Control Delay, s/veh	8.8	7.3	6.9
LOS	A	A	A
95th %tile Queue, veh	2	2	1

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Existing AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	18	130	25	24	19	72	263	24	12	910	10
Future Volume (veh/h)	8	18	130	25	24	19	72	263	24	12	910	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	9	20	141	27	26	21	78	286	26	13	989	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	622	69	487	513	329	266	312	1463	132	597	1598	18
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1337	198	1393	1206	942	761	554	3244	293	1051	3543	39
Grp Volume(v), veh/h	9	0	161	27	0	47	78	153	159	13	488	512
Grp Sat Flow(s),veh/h/ln	1337	0	1590	1206	0	1704	554	1749	1788	1051	1749	1834
Q Serve(g_s), s	0.2	0.0	2.9	0.7	0.0	0.7	5.0	2.1	2.1	0.3	8.5	8.5
Cycle Q Clear(g_c), s	0.9	0.0	2.9	3.6	0.0	0.7	13.5	2.1	2.1	2.4	8.5	8.5
Prop In Lane	1.00		0.88	1.00		0.45	1.00		0.16	1.00		0.02
Lane Grp Cap(c), veh/h	622	0	556	513	0	595	312	789	806	597	789	827
V/C Ratio(X)	0.01	0.00	0.29	0.05	0.00	0.08	0.25	0.19	0.20	0.02	0.62	0.62
Avail Cap(c_a), veh/h	722	0	674	603	0	723	546	1527	1561	1041	1527	1601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	9.4	10.7	0.0	8.7	13.5	6.6	6.6	7.4	8.4	8.4
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.1	0.4	0.1	0.1	0.0	0.8	0.8
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	0.0	0.0	0.8	0.1	0.0	0.2	0.5	0.6	0.6	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	9.7	10.8	0.0	8.8	13.9	6.7	6.7	7.4	9.2	9.1
LnGrp LOS	A	A	A	B	A	A	B	A	A	A	A	A
Approach Vol, veh/h	170			74			390			1013		
Approach Delay, s/veh	9.7			9.5			8.2			9.1		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.1			18.0			22.1			18.0		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	35.0			17.0			35.0			17.0		
Max Q Clear Time (g_c+I1), s	15.5			4.9			10.5			5.6		
Green Ext Time (p_c), s	2.6			0.7			7.3			0.2		
Intersection Summary												
HCM 6th Ctrl Delay	9.0											
HCM 6th LOS	A											

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Existing PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	25	67	18	22	12	175	876	120	14	479	18
Future Volume (veh/h)	6	25	67	18	22	12	175	876	120	14	479	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	27	73	20	24	13	190	952	130	15	521	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	562	135	364	501	344	186	536	1604	219	324	1781	68
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1371	446	1207	1295	1141	618	865	3141	429	521	3489	134
Grp Volume(v), veh/h	7	0	100	20	0	37	190	538	544	15	265	276
Grp Sat Flow(s),veh/h/ln	1371	0	1653	1295	0	1759	865	1777	1793	521	1777	1846
Q Serve(g_s), s	0.2	0.0	1.9	0.5	0.0	0.6	6.9	9.1	9.1	0.9	3.7	3.7
Cycle Q Clear(g_c), s	0.8	0.0	1.9	2.4	0.0	0.6	10.6	9.1	9.1	10.0	3.7	3.7
Prop In Lane	1.00		0.73	1.00		0.35	1.00		0.24	1.00		0.07
Lane Grp Cap(c), veh/h	562	0	499	501	0	531	536	907	915	324	907	943
V/C Ratio(X)	0.01	0.00	0.20	0.04	0.00	0.07	0.35	0.59	0.59	0.05	0.29	0.29
Avail Cap(c_a), veh/h	696	0	660	628	0	702	805	1460	1474	487	1460	1517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	11.1	12.0	0.0	10.6	9.0	7.3	7.3	10.8	6.0	6.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.1	0.4	0.6	0.6	0.1	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.1	0.0	0.2	1.0	2.4	2.4	0.1	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	0.0	11.2	12.0	0.0	10.7	9.4	7.9	7.9	10.9	6.2	6.2
LnGrp LOS	B	A	B	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h	107			57			1272			556		
Approach Delay, s/veh	11.2			11.1			8.2			6.3		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	25.7			16.8			25.7			16.8		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	35.0			17.0			35.0			17.0		
Max Q Clear Time (g_c+I1), s	12.6			3.9			12.0			4.4		
Green Ext Time (p_c), s	9.2			0.4			3.5			0.1		
Intersection Summary												
HCM 6th Ctrl Delay	7.9											
HCM 6th LOS	A											

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Future AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	19	308	39	28	38	141	2725	26	20	2415	18
Future Volume (veh/h)	38	19	308	39	28	38	141	2725	26	20	2415	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	41	21	335	42	30	41	153	2962	28	22	2625	20
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	184	12	198	60	94	128	218	2490	24	114	2284	17
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.12	0.70	0.70	0.06	0.64	0.64
Sat Flow, veh/h	1308	93	1481	1009	705	963	1753	3550	34	1753	3557	27
Grp Volume(v), veh/h	41	0	356	42	0	71	153	1457	1533	22	1289	1356
Grp Sat Flow(s),veh/h/ln	1308	0	1574	1009	0	1667	1753	1749	1835	1753	1749	1836
Q Serve(g_s), s	3.5	0.0	16.0	0.0	0.0	4.6	10.0	84.1	84.1	1.4	77.0	77.0
Cycle Q Clear(g_c), s	8.1	0.0	16.0	16.0	0.0	4.6	10.0	84.1	84.1	1.4	77.0	77.0
Prop In Lane	1.00		0.94	1.00		0.58	1.00		0.02	1.00		0.01
Lane Grp Cap(c), veh/h	184	0	210	60	0	222	218	1227	1287	114	1123	1179
V/C Ratio(X)	0.22	0.00	1.69	0.70	0.00	0.32	0.70	1.19	1.19	0.19	1.15	1.15
Avail Cap(c_a), veh/h	184	0	210	60	0	222	219	1227	1287	219	1123	1179
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.7	0.0	52.0	60.0	0.0	47.0	50.4	17.9	17.9	53.1	21.5	21.5
Incr Delay (d2), s/veh	0.6	0.0	332.4	30.2	0.0	0.8	9.6	92.8	94.1	0.8	77.1	77.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	25.7	1.8	0.0	2.0	5.0	60.6	64.0	0.7	52.5	55.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.3	0.0	384.3	90.1	0.0	47.8	59.9	110.7	112.0	53.9	98.6	99.4
LnGrp LOS	D	A	F	F	A	D	E	F	F	D	F	F
Approach Vol, veh/h	397			113			3143			2667		
Approach Delay, s/veh	349.9			63.6			108.8			98.6		
Approach LOS	F			E			F			F		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	88.1		20.0	18.9	81.0		20.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	15.0	77.0		16.0	15.0	77.0		16.0				
Max Q Clear Time (g_c+I1), s	3.4	86.1		18.0	12.0	79.0		18.0				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	118.9											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Future PM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	29	176	27	29	28	390	2907	127	29	3402	51
Future Volume (veh/h)	23	29	176	27	29	28	390	2907	127	29	3402	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	32	191	29	32	30	424	3160	138	32	3698	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	37	222	102	142	133	72	2637	114	72	2724	40
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Sat Flow, veh/h	1340	233	1388	1158	888	833	37	3470	150	59	3584	53
Grp Volume(v), veh/h	25	0	223	29	0	62	424	1607	1691	32	1828	1925
Grp Sat Flow(s),veh/h/ln	1340	0	1621	1158	0	1721	37	1777	1843	59	1777	1861
Q Serve(g_s), s	1.7	0.0	13.4	2.5	0.0	3.1	0.0	76.0	76.0	0.0	76.0	76.0
Cycle Q Clear(g_c), s	4.8	0.0	13.4	15.9	0.0	3.1	76.0	76.0	76.0	76.0	76.0	76.0
Prop In Lane	1.00		0.86	1.00		0.48	1.00		0.08	1.00		0.03
Lane Grp Cap(c), veh/h	244	0	259	102	0	275	72	1350	1401	72	1350	1414
V/C Ratio(X)	0.10	0.00	0.86	0.28	0.00	0.23	5.89	1.19	1.21	0.44	1.35	1.36
Avail Cap(c_a), veh/h	244	0	259	102	0	275	72	1350	1401	72	1350	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	40.9	48.7	0.0	36.6	50.0	12.0	12.0	50.0	12.0	12.0
Incr Delay (d2), s/veh	0.2	0.0	24.1	1.5	0.0	0.4	2229.7	93.1	100.2	4.2	164.2	167.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	7.0	0.8	0.0	1.3	46.4	56.1	61.0	0.9	82.8	87.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	65.0	50.2	0.0	37.0	2279.7	105.1	112.2	54.2	176.2	179.1
LnGrp LOS	D	A	E	D	A	D	F	F	F	D	F	F
Approach Vol, veh/h	248			91			3722			3785		
Approach Delay, s/veh	62.4			41.2			356.1			176.6		
Approach LOS	E			D			F			F		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	80.0			20.0			80.0			20.0		
Change Period (Y+Rc), s	4.0			4.0			4.0			4.0		
Max Green Setting (Gmax), s	76.0			16.0			76.0			16.0		
Max Q Clear Time (g_c+I1), s	78.0			15.4			78.0			17.9		
Green Ext Time (p_c), s	0.0			0.1			0.0			0.0		
Intersection Summary												
HCM 6th Ctrl Delay	256.6											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Future AM - Mit
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	19	308	39	28	38	141	2725	26	20	2415	18
Future Volume (veh/h)	38	19	308	39	28	38	141	2725	26	20	2415	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	41	21	335	42	30	41	153	2962	28	22	2625	20
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	224	14	226	73	108	147	341	3329	31	81	3057	23
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.10	0.65	0.65	0.05	0.59	0.59
Sat Flow, veh/h	1308	93	1481	1009	705	963	3401	5134	48	1753	5145	39
Grp Volume(v), veh/h	41	0	356	42	0	71	153	1930	1060	22	1708	937
Grp Sat Flow(s), veh/h/ln	1308	0	1574	1009	0	1667	1700	1675	1832	1753	1675	1834
Q Serve(g_s), s	2.8	0.0	15.0	0.0	0.0	3.7	4.2	46.9	47.4	1.2	41.4	41.7
Cycle Q Clear(g_c), s	6.5	0.0	15.0	15.0	0.0	3.7	4.2	46.9	47.4	1.2	41.4	41.7
Prop In Lane	1.00		0.94	1.00		0.58	1.00		0.03	1.00		0.02
Lane Grp Cap(c), veh/h	224	0	240	73	0	255	341	2173	1188	81	1991	1090
V/C Ratio(X)	0.18	0.00	1.48	0.57	0.00	0.28	0.45	0.89	0.89	0.27	0.86	0.86
Avail Cap(c_a), veh/h	224	0	240	73	0	255	346	2173	1188	179	2047	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	0.0	41.6	49.1	0.0	36.8	41.6	14.3	14.4	45.3	16.5	16.5
Incr Delay (d2), s/veh	0.4	0.0	237.2	10.3	0.0	0.6	0.9	4.9	8.8	1.8	3.8	6.8
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	0.9	0.0	21.6	1.2	0.0	1.5	1.8	16.8	19.8	0.6	15.3	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	278.8	59.4	0.0	37.4	42.5	19.3	23.2	47.1	20.3	23.4
LnGrp LOS	D	A	F	E	A	D	D	B	C	D	C	C
Approach Vol, veh/h	397			113			3143			2667		
Approach Delay, s/veh	254.1			45.6			21.7			21.6		
Approach LOS	F			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	68.7		20.0	14.8	63.3		20.0				
Change Period (Y+Rc), s	5.0	5.0		5.0	5.0	5.0		5.0				
Max Green Setting (Gmax), s	10.0	60.0		15.0	10.0	60.0		15.0				
Max Q Clear Time (g_c+I), s	13.2	49.4		17.0	6.2	43.7		17.0				
Green Ext Time (p_c), s	0.0	10.2		0.0	0.2	14.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
267: US 421 & CR 550 S/Templin Rd

Future PM - Mit
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	29	176	27	29	28	390	2907	127	29	3402	51
Future Volume (veh/h)	23	29	176	27	29	28	390	2907	127	29	3402	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	32	191	29	32	30	424	3160	138	32	3698	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	15	89	51	57	54	420	4338	187	88	3666	54
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.12	0.86	0.86	0.71	0.71	0.71
Sat Flow, veh/h	1340	233	1388	1158	888	833	3456	5019	216	59	5184	77
Grp Volume(v), veh/h	25	0	223	29	0	62	424	2128	1170	32	2422	1331
Grp Sat Flow(s),veh/h/ln	1340	0	1621	1158	0	1721	1728	1702	1831	59	1702	1857
Q Serve(g_s), s	2.6	0.0	9.0	0.0	0.0	4.9	17.0	31.7	33.6	63.4	99.0	99.0
Cycle Q Clear(g_c), s	7.5	0.0	9.0	9.0	0.0	4.9	17.0	31.7	33.6	75.0	99.0	99.0
Prop In Lane	1.00		0.86	1.00		0.48	1.00		0.12	1.00		0.04
Lane Grp Cap(c), veh/h	91	0	104	51	0	111	420	2942	1583	88	2407	1313
V/C Ratio(X)	0.28	0.00	2.14	0.56	0.00	0.56	1.01	0.72	0.74	0.36	1.01	1.01
Avail Cap(c_a), veh/h	91	0	104	51	0	111	420	2942	1583	88	2407	1313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.2	0.0	65.5	70.0	0.0	63.6	61.5	3.4	3.6	21.8	20.5	20.5
Incr Delay (d2), s/veh	1.6	0.0	543.9	13.4	0.0	6.3	46.6	0.9	1.9	2.5	19.9	28.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	19.5	1.2	0.0	2.3	10.2	7.1	8.5	0.9	41.5	48.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	0.0	609.4	83.4	0.0	69.8	108.1	4.3	5.4	24.3	40.4	48.8
LnGrp LOS	E	A	F	F	A	E	F	A	A	C	F	F
Approach Vol, veh/h	248			91			3722			3785		
Approach Delay, s/veh	554.9			74.2			16.5			43.2		
Approach LOS	F			E			B			D		
Timer - Assigned Phs	2			4		5	6		8			
Phs Duration (G+Y+Rc), s	126.0			14.0		22.0	104.0		14.0			
Change Period (Y+Rc), s	5.0			5.0		5.0	5.0		5.0			
Max Green Setting (Gmax), s	121.0			9.0		17.0	99.0		9.0			
Max Q Clear Time (g_c+I1), s	35.6			11.0		19.0	101.0		11.0			
Green Ext Time (p_c), s	74.4			0.0		0.0	0.0		0.0			
Intersection Summary												
HCM 6th Ctrl Delay	47.1											
HCM 6th LOS	D											

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	9	147	20	23	479
Future Vol, veh/h	15	9	147	20	23	479
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	10	160	22	25	521
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	742	171	0	0	182	0
Stage 1	171	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	382	870	-	-	1387	-
Stage 1	857	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	870	-	-	1387	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	13	0		0.4		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	474	1387	-	
HCM Lane V/C Ratio	-	-	0.055	0.018	-	
HCM Control Delay (s)	-	-	13	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	32	538	17	29	259
Future Vol, veh/h	12	32	538	17	29	259
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	35	585	18	32	282
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	940	594	0	0	603	0
Stage 1	594	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	294	507	-	-	979	-
Stage 1	554	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	283	507	-	-	979	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	691	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.7	0		0.9		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	417	979	-	
HCM Lane V/C Ratio	-	-	0.115	0.032	-	
HCM Control Delay (s)	-	-	14.7	8.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	10	569	20	24	563
Future Vol, veh/h	55	10	569	20	24	563
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	60	11	618	22	26	612
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1293	629	0	0	640	0
Stage 1	629	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	179	480	-	-	939	-
Stage 1	529	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	171	480	-	-	939	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	34.8	0	0.4			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	190	939	-	
HCM Lane V/C Ratio	-	-	0.372	0.028	-	
HCM Control Delay (s)	-	-	34.8	8.9	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	1.6	0.1	-	

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	34	637	17	33	630
Future Vol, veh/h	14	34	637	17	33	630
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	37	692	18	36	685
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1458	701	0	0	710	0
Stage 1	701	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	143	440	-	-	894	-
Stage 1	494	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	440	-	-	894	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	22	0		0.5		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	264	894	-	
HCM Lane V/C Ratio	-	-	0.198	0.04	-	
HCM Control Delay (s)	-	-	22	9.2	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-	

Intersection

Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	14	7	35	0
Future Vol, veh/h	1	40	14	7	35	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	1	43	15	8	38	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.4	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	67%	2%	0%
Vol Thru, %	33%	0%	100%
Vol Right, %	0%	98%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	21	41	35
LT Vol	14	1	0
Through Vol	7	0	35
RT Vol	0	40	0
Lane Flow Rate	23	45	38
Geometry Grp	1	1	1
Degree of Util (X)	0.027	0.044	0.043
Departure Headway (Hd)	4.243	3.526	4.098
Convergence, Y/N	Yes	Yes	Yes
Cap	846	1013	876
Service Time	2.259	1.557	2.112
HCM Lane V/C Ratio	0.027	0.044	0.043
HCM Control Delay	7.4	6.7	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	27	32	64	29	0
Future Vol, veh/h	1	27	32	64	29	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	29	35	70	32	0
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	6.7	7.6	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	33%	4%	0%
Vol Thru, %	67%	0%	100%
Vol Right, %	0%	96%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	96	28	29
LT Vol	32	1	0
Through Vol	64	0	29
RT Vol	0	27	0
Lane Flow Rate	104	30	32
Geometry Grp	1	1	1
Degree of Util (X)	0.117	0.03	0.035
Departure Headway (Hd)	4.044	3.562	4.032
Convergence, Y/N	Yes	Yes	Yes
Cap	889	995	888
Service Time	2.055	1.621	2.058
HCM Lane V/C Ratio	0.117	0.03	0.036
HCM Control Delay	7.6	6.7	7.2
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.1	0.1

Intersection

Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	41	15	41	70	40
Future Vol, veh/h	1	41	15	41	70	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	1	45	16	45	76	43
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	7.6	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	27%	2%	0%
Vol Thru, %	73%	0%	64%
Vol Right, %	0%	98%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	56	42	110
LT Vol	15	1	0
Through Vol	41	0	70
RT Vol	0	41	40
Lane Flow Rate	61	46	120
Geometry Grp	1	1	1
Degree of Util (X)	0.071	0.047	0.13
Departure Headway (Hd)	4.227	3.728	3.91
Convergence, Y/N	Yes	Yes	Yes
Cap	846	946	916
Service Time	2.259	1.806	1.937
HCM Lane V/C Ratio	0.072	0.049	0.131
HCM Control Delay	7.6	7	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.2	0.1	0.4

Intersection

Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	31	34	115	76	2
Future Vol, veh/h	1	31	34	115	76	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	34	37	125	83	2
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	7	8	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	23%	3%	0%
Vol Thru, %	77%	0%	97%
Vol Right, %	0%	97%	3%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	149	32	78
LT Vol	34	1	0
Through Vol	115	0	76
RT Vol	0	31	2
Lane Flow Rate	162	35	85
Geometry Grp	1	1	1
Degree of Util (X)	0.183	0.037	0.096
Departure Headway (Hd)	4.07	3.855	4.067
Convergence, Y/N	Yes	Yes	Yes
Cap	881	934	877
Service Time	2.1	1.855	2.113
HCM Lane V/C Ratio	0.184	0.037	0.097
HCM Control Delay	8	7	7.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.1	0.3

Intersection

Intersection Delay, s/veh 8.8

Intersection LOS A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	184	7	26	101	28	64
Future Vol, veh/h	184	7	26	101	28	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	200	8	28	110	30	70
Number of Lanes	1	0	1	1	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left NB			WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.5	7.9	8.6
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	96%	30%
Vol Thru, %	100%	0%	0%	70%
Vol Right, %	0%	100%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	101	191	92
LT Vol	0	0	184	28
Through Vol	26	0	0	64
RT Vol	0	101	7	0
Lane Flow Rate	28	110	208	100
Geometry Grp	7	7	2	5
Degree of Util (X)	0.041	0.137	0.271	0.133
Departure Headway (Hd)	5.181	4.477	4.691	4.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	801	766	747
Service Time	2.904	2.199	2.714	2.831
HCM Lane V/C Ratio	0.04	0.137	0.272	0.134
HCM Control Delay	8.1	7.9	9.5	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	1.1	0.5

Intersection

Intersection Delay, s/veh15.5

Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	402	25	74	296	27	74
Future Vol, veh/h	402	25	74	296	27	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	437	27	80	322	29	80
Number of Lanes	1	0	1	1	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left NB			WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	19.6	12.2	10.4
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	94%	27%
Vol Thru, %	100%	0%	0%	73%
Vol Right, %	0%	100%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	296	427	101
LT Vol	0	0	402	27
Through Vol	74	0	0	74
RT Vol	0	296	25	0
Lane Flow Rate	80	322	464	110
Geometry Grp	7	7	2	5
Degree of Util (X)	0.135	0.475	0.692	0.183
Departure Headway (Hd)	6.029	5.318	5.369	6.004
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	679	673	597
Service Time	3.763	3.052	3.397	4.047
HCM Lane V/C Ratio	0.134	0.474	0.689	0.184
HCM Control Delay	9.7	12.8	19.6	10.4
HCM Lane LOS	A	B	C	B
HCM 95th-tile Q	0.5	2.6	5.5	0.7

Intersection

Intersection Delay, s/veh 9.1

Intersection LOS A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	188	7	61	104	28	100
Future Vol, veh/h	188	7	61	104	28	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	204	8	66	113	30	109
Number of Lanes	1	0	1	1	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left NB			WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.9	8.2	9
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	96%	22%
Vol Thru, %	100%	0%	0%	78%
Vol Right, %	0%	100%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	104	195	128
LT Vol	0	0	188	28
Through Vol	61	0	0	100
RT Vol	0	104	7	0
Lane Flow Rate	66	113	212	139
Geometry Grp	7	7	2	5
Degree of Util (X)	0.097	0.143	0.287	0.188
Departure Headway (Hd)	5.244	4.539	4.878	4.861
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	683	789	735	737
Service Time	2.978	2.273	2.912	2.898
HCM Lane V/C Ratio	0.097	0.143	0.288	0.189
HCM Control Delay	8.5	8	9.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.5	1.2	0.7

Intersection

Intersection Delay, s/veh 17.4

Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	412	25	127	308	27	125
Future Vol, veh/h	412	25	127	308	27	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	448	27	138	335	29	136
Number of Lanes	1	0	1	1	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left NB			WB
Conflicting Lanes Left	2	0	1
Conflicting Approach Right SB		WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	23.6	13.1	11.7
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	WBLn1	SBLn1
Vol Left, %	0%	0%	94%	18%
Vol Thru, %	100%	0%	0%	82%
Vol Right, %	0%	100%	6%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	308	437	152
LT Vol	0	0	412	27
Through Vol	127	0	0	125
RT Vol	0	308	25	0
Lane Flow Rate	138	335	475	165
Geometry Grp	7	7	2	5
Degree of Util (X)	0.239	0.514	0.747	0.284
Departure Headway (Hd)	6.238	5.526	5.665	6.189
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	649	636	578
Service Time	3.989	3.277	3.706	4.249
HCM Lane V/C Ratio	0.24	0.516	0.747	0.285
HCM Control Delay	11	14	23.6	11.7
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.9	3	6.6	1.2

Intersection

Intersection Delay, s/veh 8.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	17	95	22	81	137	1	6	14	17	0	24	51
Future Vol, veh/h	17	95	22	81	137	1	6	14	17	0	24	51
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	18	103	24	88	149	1	7	15	18	0	26	55
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	9.5	8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	13%	37%	0%
Vol Thru, %	38%	71%	63%	32%
Vol Right, %	46%	16%	0%	68%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	134	219	75
LT Vol	6	17	81	0
Through Vol	14	95	137	24
RT Vol	17	22	1	51
Lane Flow Rate	40	146	238	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.053	0.181	0.299	0.102
Departure Headway (Hd)	4.741	4.476	4.516	4.524
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	803	797	792
Service Time	2.772	2.5	2.538	2.553
HCM Lane V/C Ratio	0.053	0.182	0.299	0.104
HCM Control Delay	8	8.5	9.5	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	1.3	0.3

Intersection

Intersection Delay, s/veh13.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	215	21	43	335	1	21	34	58	2	21	100
Future Vol, veh/h	57	215	21	43	335	1	21	34	58	2	21	100
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	62	234	23	47	364	1	23	37	63	2	23	109
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.7	15.2	10.2	10
HCM LOS	B	C	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	19%	11%	2%
Vol Thru, %	30%	73%	88%	17%
Vol Right, %	51%	7%	0%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	113	293	379	123
LT Vol	21	57	43	2
Through Vol	34	215	335	21
RT Vol	58	21	1	100
Lane Flow Rate	123	318	412	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.462	0.586	0.205
Departure Headway (Hd)	5.753	5.226	5.125	5.521
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	621	688	704	647
Service Time	3.809	3.267	3.163	3.576
HCM Lane V/C Ratio	0.198	0.462	0.585	0.207
HCM Control Delay	10.2	12.7	15.2	10
HCM Lane LOS	B	B	C	A
HCM 95th-tile Q	0.7	2.4	3.8	0.8

Intersection

Intersection Delay, s/veh 17.8

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	215	21	61	336	3	21	56	64	8	103	103
Future Vol, veh/h	60	215	21	61	336	3	21	56	64	8	103	103
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
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	65	234	23	66	365	3	23	61	70	9	112	112
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.4	22.8	12.3	13.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	20%	15%	4%
Vol Thru, %	40%	73%	84%	48%
Vol Right, %	45%	7%	1%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	141	296	400	214
LT Vol	21	60	61	8
Through Vol	56	215	336	103
RT Vol	64	21	3	103
Lane Flow Rate	153	322	435	233
Geometry Grp	1	1	1	1
Degree of Util (X)	0.282	0.548	0.718	0.412
Departure Headway (Hd)	6.633	6.128	5.949	6.372
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	589	609	563
Service Time	4.691	4.177	3.994	4.423
HCM Lane V/C Ratio	0.283	0.547	0.714	0.414
HCM Control Delay	12.3	16.4	22.8	13.8
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.2	3.3	6	2

Intersection

Intersection Delay, s/veh 18

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	217	21	52	337	1	21	109	72	13	75	108
Future Vol, veh/h	67	217	21	52	337	1	21	109	72	13	75	108
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	73	236	23	57	366	1	23	118	78	14	82	117
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.3	22.8	13.9	13.5
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	22%	13%	7%
Vol Thru, %	54%	71%	86%	38%
Vol Right, %	36%	7%	0%	55%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	305	390	196
LT Vol	21	67	52	13
Through Vol	109	217	337	75
RT Vol	72	21	1	108
Lane Flow Rate	220	332	424	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.399	0.571	0.712	0.382
Departure Headway (Hd)	6.545	6.203	6.045	6.447
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	547	580	598	556
Service Time	4.616	4.268	4.105	4.519
HCM Lane V/C Ratio	0.402	0.572	0.709	0.383
HCM Control Delay	13.9	17.3	22.8	13.5
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.9	3.6	5.8	1.8

Intersection

Intersection Delay, s/veh 8.2

Intersection LOS A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	30	24	78	135	73
Future Vol, veh/h	20	30	24	78	135	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	22	33	26	85	147	79
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	8.1	8.6	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	24%	100%	0%	0%	0%
Vol Thru, %	76%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	102	20	30	135	73
LT Vol	24	20	0	0	0
Through Vol	78	0	0	135	0
RT Vol	0	0	30	0	73
Lane Flow Rate	111	22	33	147	79
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.147	0.035	0.042	0.192	0.089
Departure Headway (Hd)	4.784	5.848	4.642	4.718	4.017
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	753	615	775	751	878
Service Time	2.79	3.553	2.347	2.504	1.803
HCM Lane V/C Ratio	0.147	0.036	0.043	0.196	0.09
HCM Control Delay	8.6	8.8	7.6	8.6	7.2
HCM Lane LOS	A	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.1	0.7	0.3

Intersection

Intersection Delay, s/veh 10.6

Intersection LOS B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	161	45	48	197	105	124
Future Vol, veh/h	161	45	48	197	105	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	175	49	52	214	114	135
Number of Lanes	1	1	0	1	1	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11	11.8	9
HCM LOS	B	B	A

Lane	NBLn1	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	20%	100%	0%	0%	0%
Vol Thru, %	80%	0%	0%	100%	0%
Vol Right, %	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	161	45	105	124
LT Vol	48	161	0	0	0
Through Vol	197	0	0	105	0
RT Vol	0	0	45	0	124
Lane Flow Rate	266	175	49	114	135
Geometry Grp	4	7	7	7	7
Degree of Util (X)	0.392	0.304	0.068	0.173	0.178
Departure Headway (Hd)	5.296	6.247	5.037	5.46	4.753
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	571	703	653	748
Service Time	3.364	4.038	2.827	3.231	2.524
HCM Lane V/C Ratio	0.393	0.306	0.07	0.175	0.18
HCM Control Delay	11.8	11.8	8.2	9.4	8.6
HCM Lane LOS	B	B	A	A	A
HCM 95th-tile Q	1.9	1.3	0.2	0.6	0.6

Intersection

Intersection Delay, s/veh94.5

Intersection LOS F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	61	30	599	701	73
Future Vol, veh/h	50	61	30	599	701	73
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	54	66	33	651	762	79
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach RightNB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	12.3	57.4	136.5
HCM LOS	B	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	5%	45%	0%
Vol Thru, %	95%	0%	91%
Vol Right, %	0%	55%	9%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	629	111	774
LT Vol	30	50	0
Through Vol	599	0	701
RT Vol	0	61	73
Lane Flow Rate	684	121	841
Geometry Grp	1	1	1
Degree of Util (X)	0.995	0.226	1.234
Departure Headway (Hd)	5.571	7.236	5.281
Convergence, Y/N	Yes	Yes	Yes
Cap	656	500	698
Service Time	3.571	5.236	3.281
HCM Lane V/C Ratio	1.043	0.242	1.205
HCM Control Delay	57.4	12.3	136.5
HCM Lane LOS	F	B	F
HCM 95th-tile Q	15.3	0.9	30.3

Intersection

Intersection Delay, s/veh 541.8

Intersection LOS F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	161	70	75	1147	1221	124
Future Vol, veh/h	161	70	75	1147	1221	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	175	76	82	1247	1327	135
Number of Lanes	1	0	0	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	20.6	544.7	628.7
HCM LOS	C	F	F

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	6%	70%	0%
Vol Thru, %	94%	0%	91%
Vol Right, %	0%	30%	9%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1222	231	1345
LT Vol	75	161	0
Through Vol	1147	0	1221
RT Vol	0	70	124
Lane Flow Rate	1328	251	1462
Geometry Grp	1	1	1
Degree of Util (X)	2.158	0.486	2.348
Departure Headway (Hd)	7.33	9.209	7.063
Convergence, Y/N	Yes	Yes	Yes
Cap	505	394	526
Service Time	5.33	7.209	5.063
HCM Lane V/C Ratio	2.63	0.637	2.779
HCM Control Delay	544.7	20.6	628.7
HCM Lane LOS	F	C	F
HCM 95th-tile Q	76.3	2.6	90.8

Intersection			
Intersection Delay, s/veh	9.4		
Intersection LOS	A		
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	120	684	841
Demand Flow Rate, veh/h	125	711	874
Vehicles Circulating, veh/h	792	56	34
Vehicles Exiting, veh/h	116	861	733
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	8.4	10.4
Approach LOS	A	A	B
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328
Entry Flow, veh/h	125	711	874
Cap Entry Lane, veh/h	724	1354	1380
Entry HV Adj Factor	0.960	0.962	0.962
Flow Entry, veh/h	120	684	841
Cap Entry, veh/h	695	1303	1327
V/C Ratio	0.173	0.525	0.633
Control Delay, s/veh	7.1	8.4	10.4
LOS	A	A	B
95th %tile Queue, veh	1	3	5

Intersection			
Intersection Delay, s/veh72.2			
Intersection LOS F			
Approach	EB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	251	1329	1462
Demand Flow Rate, veh/h	254	1342	1476
Vehicles Circulating, veh/h	1340	177	83
Vehicles Exiting, veh/h	219	1417	1436
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	20.5	74.4	79.0
Approach LOS	C	F	F
Lane	Left	Left	Left
Designated Moves	LR	LT	TR
Assumed Moves	LR	LT	TR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.535	2.535	2.535
Critical Headway, s	4.328	4.328	4.328
Entry Flow, veh/h	254	1342	1476
Cap Entry Lane, veh/h	455	1222	1323
Entry HV Adj Factor	0.988	0.990	0.990
Flow Entry, veh/h	251	1329	1462
Cap Entry, veh/h	449	1209	1311
V/C Ratio	0.559	1.098	1.115
Control Delay, s/veh	20.5	74.4	79.0
LOS	C	F	F
95th %tile Queue, veh	3	31	35

Intersection

Intersection Delay, s/veh 7.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	25	9	29	26	19	2	31	27	35	54	1
Future Vol, veh/h	0	25	9	29	26	19	2	31	27	35	54	1
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
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	0	27	10	32	28	21	2	34	29	38	59	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.9	7.6	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	0%	39%	39%
Vol Thru, %	52%	74%	35%	60%
Vol Right, %	45%	26%	26%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	60	34	74	90
LT Vol	2	0	29	35
Through Vol	31	25	26	54
RT Vol	27	9	19	1
Lane Flow Rate	65	37	80	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.045	0.099	0.12
Departure Headway (Hd)	4.205	4.392	4.427	4.412
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	819	814	800
Service Time	2.21	2.398	2.431	2.506
HCM Lane V/C Ratio	0.076	0.045	0.098	0.122
HCM Control Delay	7.6	7.6	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.3	0.4

Intersection

Intersection Delay, s/veh 9.1

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	36	5	65	63	47	15	117	38	27	36	0
Future Vol, veh/h	0	36	5	65	63	47	15	117	38	27	36	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	0	39	5	71	68	51	16	127	41	29	39	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	9.3	9.2	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	0%	37%	43%
Vol Thru, %	69%	88%	36%	57%
Vol Right, %	22%	12%	27%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	41	175	63
LT Vol	15	0	65	27
Through Vol	117	36	63	36
RT Vol	38	5	47	0
Lane Flow Rate	185	45	190	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.24	0.061	0.25	0.096
Departure Headway (Hd)	4.684	4.918	4.724	5.023
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	767	726	759	712
Service Time	2.716	2.959	2.756	3.061
HCM Lane V/C Ratio	0.241	0.062	0.25	0.096
HCM Control Delay	9.2	8.3	9.3	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.2	1	0.3

Intersection

Intersection Delay, s/veh 9.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	25	49	29	34	19	54	56	27	35	215	1
Future Vol, veh/h	2	25	49	29	34	19	54	56	27	35	215	1
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
Heavy Vehicles, %	11	11	11	11	11	11	11	11	11	11	11	11
Mvmt Flow	2	27	53	32	37	21	59	61	29	38	234	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.9	9	10.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	3%	35%	14%
Vol Thru, %	41%	33%	41%	86%
Vol Right, %	20%	64%	23%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	76	82	251
LT Vol	54	2	29	35
Through Vol	56	25	34	215
RT Vol	27	49	19	1
Lane Flow Rate	149	83	89	273
Geometry Grp	1	1	1	1
Degree of Util (X)	0.198	0.111	0.127	0.358
Departure Headway (Hd)	4.798	4.835	5.134	4.718
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	738	695	761
Service Time	2.846	2.889	3.188	2.759
HCM Lane V/C Ratio	0.2	0.112	0.128	0.359
HCM Control Delay	9	8.5	8.9	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.7	0.4	0.4	1.6

Intersection

Intersection Delay, s/veh 10.7

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	36	25	65	75	47	88	133	38	27	121	0
Future Vol, veh/h	8	36	25	65	75	47	88	133	38	27	121	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	9	39	27	71	82	51	96	145	41	29	132	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	10.6	11.5	10.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	12%	35%	18%
Vol Thru, %	51%	52%	40%	82%
Vol Right, %	15%	36%	25%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	259	69	187	148
LT Vol	88	8	65	27
Through Vol	133	36	75	121
RT Vol	38	25	47	0
Lane Flow Rate	282	75	203	161
Geometry Grp	1	1	1	1
Degree of Util (X)	0.396	0.114	0.298	0.24
Departure Headway (Hd)	5.064	5.476	5.377	5.376
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	658	673	672
Service Time	3.155	3.483	3.377	3.376
HCM Lane V/C Ratio	0.401	0.114	0.302	0.24
HCM Control Delay	11.5	9.2	10.6	10.1
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.9	0.4	1.2	0.9

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	109	33	191	443	33
Future Vol, veh/h	29	109	33	191	443	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	32	118	36	208	482	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	780	500	518	0	-	0
Stage 1	500	-	-	-	-	-
Stage 2	280	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	357	561	1023	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	561	1023	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.8	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1023	-	345	561	-	-
HCM Lane V/C Ratio	0.035	-	0.091	0.211	-	-
HCM Control Delay (s)	8.6	-	16.5	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.8	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	91	143	490	357	33
Future Vol, veh/h	21	91	143	490	357	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	135	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	23	99	155	533	388	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1249	406	424	0	-	0
Stage 1	406	-	-	-	-	-
Stage 2	843	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	187	636	1114	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	636	1114	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.3	2		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1114	-	161	636	-	-
HCM Lane V/C Ratio	0.14	-	0.142	0.156	-	-
HCM Control Delay (s)	8.8	-	31	11.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	0.5	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	109	41	243	444	33
Future Vol, veh/h	29	109	41	243	444	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	32	118	45	264	483	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	855	501	519	0	-	0
Stage 1	501	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.17	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.263	-	-	-
Pot Cap-1 Maneuver	322	560	1022	-	-	-
Stage 1	599	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	308	560	1022	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	573	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	14.1	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1022	-	308	560	-	-
HCM Lane V/C Ratio	0.044	-	0.102	0.212	-	-
HCM Control Delay (s)	8.7	-	18	13.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.8	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	91	155	663	389	33
Future Vol, veh/h	21	91	155	663	389	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	70	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	23	99	168	721	423	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1498	441	459	0	-	0
Stage 1	441	-	-	-	-	-
Stage 2	1057	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	132	608	1081	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	608	1081	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	541	-	-	-	-	-
Stage 2	328	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	18.3	1.7		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1081	-	112	608	-	-
HCM Lane V/C Ratio	0.156	-	0.204	0.163	-	-
HCM Control Delay (s)	8.9	-	45.2	12.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.7	0.6	-	-

Intersection			
Intersection Delay, s/veh	6.3		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	111	304	529
Demand Flow Rate, veh/h	115	316	550
Vehicles Circulating, veh/h	217	73	85
Vehicles Exiting, veh/h	172	562	247
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	5.1	7.4
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	115	316	550
Cap Entry Lane, veh/h	1106	1281	1265
Entry HV Adj Factor	0.965	0.961	0.961
Flow Entry, veh/h	111	304	529
Cap Entry, veh/h	1067	1231	1216
V/C Ratio	0.104	0.247	0.435
Control Delay, s/veh	4.3	5.1	7.4
LOS	A	A	A
95th %tile Queue, veh	0	1	2

Intersection			
Intersection Delay, s/veh	9.1		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	347	663	477
Demand Flow Rate, veh/h	357	683	491
Vehicles Circulating, veh/h	562	69	221
Vehicles Exiting, veh/h	190	643	698
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.0	8.8	8.3
Approach LOS	B	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	357	683	491
Cap Entry Lane, veh/h	778	1286	1101
Entry HV Adj Factor	0.972	0.970	0.971
Flow Entry, veh/h	347	663	477
Cap Entry, veh/h	756	1248	1069
V/C Ratio	0.459	0.531	0.446
Control Delay, s/veh	11.0	8.8	8.3
LOS	B	A	A
95th %tile Queue, veh	2	3	2

Intersection			
Intersection Delay, s/veh	7.0		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	120	360	605
Demand Flow Rate, veh/h	125	375	629
Vehicles Circulating, veh/h	276	73	85
Vehicles Exiting, veh/h	172	641	316
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.7	5.6	8.3
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	125	375	629
Cap Entry Lane, veh/h	1041	1281	1265
Entry HV Adj Factor	0.960	0.961	0.961
Flow Entry, veh/h	120	360	605
Cap Entry, veh/h	1000	1231	1216
V/C Ratio	0.120	0.293	0.497
Control Delay, s/veh	4.7	5.6	8.3
LOS	A	A	A
95th %tile Queue, veh	0	1	3

Intersection			
Intersection Delay, s/veh	12.2		
Intersection LOS	B		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	367	851	512
Demand Flow Rate, veh/h	378	877	527
Vehicles Circulating, veh/h	756	69	229
Vehicles Exiting, veh/h	190	687	905
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	16.9	12.2	8.9
Approach LOS	C	B	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	378	877	527
Cap Entry Lane, veh/h	638	1286	1092
Entry HV Adj Factor	0.971	0.970	0.971
Flow Entry, veh/h	367	851	512
Cap Entry, veh/h	620	1248	1061
V/C Ratio	0.592	0.682	0.482
Control Delay, s/veh	16.9	12.2	8.9
LOS	C	B	A
95th %tile Queue, veh	4	6	3

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	51	62	115	201	36
Future Vol, veh/h	16	51	62	115	201	36
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	55	67	125	218	39
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	497	238	257	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	531	798	1302	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	502	798	1302	-	-	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.7	2.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1302	-	700	-	-	
HCM Lane V/C Ratio	0.052	-	0.104	-	-	
HCM Control Delay (s)	7.9	0	10.7	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	109	33	168	163	33
Future Vol, veh/h	56	109	33	168	163	33
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	61	118	36	183	177	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	450	195	213	0	-	0
Stage 1	195	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	563	841	1345	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	546	841	1345	-	-	-
Mov Cap-2 Maneuver	546	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.8	1.3		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1345	-	711	-	-	
HCM Lane V/C Ratio	0.027	-	0.252	-	-	
HCM Control Delay (s)	7.8	0	11.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	51	62	120	215	44
Future Vol, veh/h	16	51	62	120	215	44
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	17	55	67	130	234	48
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	522	258	282	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	513	778	1275	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	484	778	1275	-	-	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.9	2.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1275	-	679	-	-	
HCM Lane V/C Ratio	0.053	-	0.107	-	-	
HCM Control Delay (s)	8	0	10.9	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-	

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	56	109	33	180	221	51
Future Vol, veh/h	56	109	33	180	221	51
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	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	61	118	36	196	240	55
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	536	268	295	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.14	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.236	-	-	-
Pot Cap-1 Maneuver	502	766	1255	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	766	1255	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.8	1.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1255	-	641	-	-	
HCM Lane V/C Ratio	0.029	-	0.28	-	-	
HCM Control Delay (s)	8	0	12.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-	

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	107	0	126	256	0
Future Vol, veh/h	57	107	0	126	256	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	62	116	0	137	278	0
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.3	8.4	10.9
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	100%
Vol Thru, %	0%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	107	126	256
LT Vol	57	0	0	256
Through Vol	0	107	0	0
RT Vol	0	0	126	0
Lane Flow Rate	62	116	137	278
Geometry Grp	7	7	5	2
Degree of Util (X)	0.101	0.174	0.168	0.379
Departure Headway (Hd)	5.896	5.392	4.405	4.903
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	607	663	811	732
Service Time	3.645	3.14	2.453	2.945
HCM Lane V/C Ratio	0.102	0.175	0.169	0.38
HCM Control Delay	9.3	9.3	8.4	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.3	0.6	0.6	1.8

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	58	0	152	272	0
Future Vol, veh/h	34	58	0	152	272	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	37	63	0	165	296	0
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	8.9	8.5	10.9
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	100%
Vol Thru, %	0%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	58	152	272
LT Vol	34	0	0	272
Through Vol	0	58	0	0
RT Vol	0	0	152	0
Lane Flow Rate	37	63	165	296
Geometry Grp	7	7	5	2
Degree of Util (X)	0.061	0.095	0.199	0.392
Departure Headway (Hd)	5.955	5.45	4.337	4.771
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	601	656	826	754
Service Time	3.698	3.193	2.374	2.807
HCM Lane V/C Ratio	0.062	0.096	0.2	0.393
HCM Control Delay	9.1	8.8	8.5	10.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.2	0.3	0.7	1.9

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	107	0	126	270	0
Future Vol, veh/h	62	107	0	126	270	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	67	116	0	137	293	0
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.4	8.4	11.2
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	100%
Vol Thru, %	0%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	107	126	270
LT Vol	62	0	0	270
Through Vol	0	107	0	0
RT Vol	0	0	126	0
Lane Flow Rate	67	116	137	293
Geometry Grp	7	7	5	2
Degree of Util (X)	0.111	0.176	0.169	0.401
Departure Headway (Hd)	5.939	5.434	4.455	4.92
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	602	658	800	731
Service Time	3.692	3.187	2.509	2.965
HCM Lane V/C Ratio	0.111	0.176	0.171	0.401
HCM Control Delay	9.4	9.4	8.4	11.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.4	0.6	0.6	1.9

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	58	0	152	330	0
Future Vol, veh/h	46	58	0	152	330	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	50	63	0	165	359	0
Number of Lanes	1	1	0	1	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	9.2	8.8	12.3
HCM LOS	A	A	B

Lane	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	100%
Vol Thru, %	0%	100%	0%	0%
Vol Right, %	0%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	58	152	330
LT Vol	46	0	0	330
Through Vol	0	58	0	0
RT Vol	0	0	152	0
Lane Flow Rate	50	63	165	359
Geometry Grp	7	7	5	2
Degree of Util (X)	0.085	0.099	0.208	0.481
Departure Headway (Hd)	6.137	5.632	4.53	4.823
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	582	634	788	746
Service Time	3.896	3.39	2.582	2.869
HCM Lane V/C Ratio	0.086	0.099	0.209	0.481
HCM Control Delay	9.5	9	8.8	12.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.3	0.3	0.8	2.6

HCM 6th Signalized Intersection Summary
278: US 421 & SR 334/116th Street

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	218	102	308	308	43	78	328	103	64	902	182
Future Volume (veh/h)	68	218	102	308	308	43	78	328	103	64	902	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	74	237	111	335	335	47	85	357	0	70	980	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	135	320	399	432	411	466	278	1198		132	1175	
Arrive On Green	0.08	0.17	0.17	0.13	0.22	0.22	0.08	0.34	0.00	0.07	0.33	0.00
Sat Flow, veh/h	1767	1856	1572	3428	1856	1572	3428	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	74	237	111	335	335	47	85	357	0	70	980	0
Grp Sat Flow(s), veh/h/ln	1767	1856	1572	1714	1856	1572	1714	1763	1572	1767	1763	1572
Q Serve(g_s), s	2.8	8.4	3.9	6.6	11.9	1.5	1.6	5.2	0.0	2.7	17.9	0.0
Cycle Q Clear(g_c), s	2.8	8.4	3.9	6.6	11.9	1.5	1.6	5.2	0.0	2.7	17.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	320	399	432	411	466	278	1198		132	1175	
V/C Ratio(X)	0.55	0.74	0.28	0.78	0.81	0.10	0.31	0.30		0.53	0.83	
Avail Cap(c_a), veh/h	178	453	512	492	533	569	345	1266		203	1317	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.0	27.3	20.9	29.5	25.7	17.8	30.1	16.9	0.0	31.0	21.4	0.0
Incr Delay (d2), s/veh	3.4	3.9	0.4	6.8	7.4	0.1	0.6	0.1	0.0	3.3	4.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.9	1.4	3.0	5.8	0.5	0.7	2.0	0.0	1.2	7.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.4	31.3	21.2	36.2	33.1	17.9	30.8	17.0	0.0	34.3	25.8	0.0
LnGrp LOS	C	C	C	D	C	B	C	B		C	C	
Approach Vol, veh/h	422			717			442			1050		
Approach Delay, s/veh	29.2			33.6			19.7			26.4		
Approach LOS	C			C			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.8	17.0	10.6	28.2	10.3	20.4	10.2	28.7				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	10.0	17.0	7.0	26.0	7.0	20.0	8.0	25.0				
Max Q Clear Time (g_c+I), s	10.6	10.4	3.6	19.9	4.8	13.9	4.7	7.2				
Green Ext Time (p_c), s	0.2	0.9	0.1	3.3	0.0	1.1	0.0	2.1				

Intersection Summary

HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
278: US 421 & SR 334/116th Street

Existing PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	326	161	201	308	102	187	969	293	44	559	92
Future Volume (veh/h)	174	326	161	201	308	102	187	969	293	44	559	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	354	175	218	335	111	203	1053	0	48	608	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	457	536	326	393	427	324	1172		106	1050	
Arrive On Green	0.13	0.24	0.24	0.09	0.21	0.21	0.09	0.33	0.00	0.06	0.30	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	189	354	175	218	335	111	203	1053	0	48	608	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.6	13.0	6.0	4.5	12.7	4.0	4.2	20.7	0.0	1.9	10.7	0.0
Cycle Q Clear(g_c), s	7.6	13.0	6.0	4.5	12.7	4.0	4.2	20.7	0.0	1.9	10.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	457	536	326	393	427	324	1172		106	1050	
V/C Ratio(X)	0.83	0.78	0.33	0.67	0.85	0.26	0.63	0.90		0.45	0.58	
Avail Cap(c_a), veh/h	243	535	602	329	458	483	424	1210		170	1113	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.2	25.9	18.1	32.2	27.9	21.1	32.0	23.4	0.0	33.4	22.0	0.0
Incr Delay (d2), s/veh	19.7	6.0	0.4	5.1	12.8	0.3	2.0	9.0	0.0	3.0	0.7	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	4.4	6.2	2.1	2.0	6.8	1.5	1.8	9.5	0.0	0.9	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	31.9	18.4	37.2	40.7	21.4	34.0	32.5	0.0	36.4	22.7	0.0
LnGrp LOS	D	C	B	D	D	C	C	C		D	C	
Approach Vol, veh/h	718			664			1256			656		
Approach Delay, s/veh	33.6			36.3			32.7			23.7		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.9	22.9	11.9	26.7	14.4	20.4	9.4	29.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	21.0	9.0	23.0	10.0	18.0	7.0	25.0				
Max Q Clear Time (g_c+I), s	10.5	15.0	6.2	12.7	9.6	14.7	3.9	22.7				
Green Ext Time (p_c), s	0.0	1.4	0.2	3.0	0.0	0.8	0.0	1.5				

Intersection Summary

HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
278: US 421 & SR 334/116th Street

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	278	102	380	385	230	82	2195	125	115	2206	473
Future Volume (veh/h)	530	278	102	380	385	230	82	2195	125	115	2206	473
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	576	302	111	413	418	250	89	2386	0	125	2398	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	368	443	463	467	309	354	190	1410		103	1421	
Arrive On Green	0.21	0.24	0.24	0.14	0.17	0.17	0.06	0.40	0.00	0.06	0.40	0.00
Sat Flow, veh/h	1767	1856	1572	3428	1856	1572	3428	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	576	302	111	413	418	250	89	2386	0	125	2398	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1572	1714	1856	1572	1714	1763	1572	1767	1763	1572
Q Serve(g_s), s	25.0	17.8	6.4	14.2	20.0	17.6	3.0	48.0	0.0	7.0	48.4	0.0
Cycle Q Clear(g_c), s	25.0	17.8	6.4	14.2	20.0	17.6	3.0	48.0	0.0	7.0	48.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	443	463	467	309	354	190	1410		103	1421	
V/C Ratio(X)	1.56	0.68	0.24	0.88	1.35	0.71	0.47	1.69		1.21	1.69	
Avail Cap(c_a), veh/h	368	443	463	486	309	354	200	1410		103	1421	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.5	41.5	32.2	50.9	50.0	42.8	55.0	36.0	0.0	56.5	35.8	0.0
Incr Delay (d2), s/veh	266.9	4.2	0.3	17.0	178.1	6.3	1.8	314.5	0.0	156.5	312.6	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	38.2	8.6	2.5	7.2	24.5	7.4	1.4	81.7	0.0	7.6	81.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	314.4	45.8	32.4	67.9	228.1	49.2	56.8	350.5	0.0	213.0	348.4	0.0
LnGrp LOS	F	D	C	E	F	D	E	F		F	F	
Approach Vol, veh/h	989			1081			2475			2523		
Approach Delay, s/veh	200.7			125.5			339.9			341.7		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.3	33.7	11.6	53.4	30.0	25.0	12.0	53.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	28.0	28.0	7.0	48.0	25.0	20.0	7.0	48.0				
Max Q Clear Time (g_c+110), s	19.8	19.8	5.0	50.4	27.0	22.0	9.0	50.0				
Green Ext Time (p_c), s	0.1	1.4	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 288.3

HCM 6th LOS F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

278: US 421 & SR 334/116th Street

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	693	428	169	240	380	201	187	2414	322	253	2875	627
Future Volume (veh/h)	693	428	169	240	380	201	187	2414	322	253	2875	627
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	753	465	184	261	413	218	203	2624	0	275	3125	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	570	557	305	274	380	161	1350		166	1516	
Arrive On Green	0.25	0.30	0.30	0.09	0.15	0.15	0.05	0.38	0.00	0.09	0.43	0.00
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	753	465	184	261	413	218	203	2624	0	275	3125	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	37.0	34.5	12.8	11.2	22.0	18.2	7.0	57.0	0.0	14.0	64.0	0.0
Cycle Q Clear(g_c), s	37.0	34.5	12.8	11.2	22.0	18.2	7.0	57.0	0.0	14.0	64.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	439	570	557	305	274	380	161	1350		166	1516	
V/C Ratio(X)	1.71	0.82	0.33	0.85	1.51	0.57	1.26	1.94		1.65	2.06	
Avail Cap(c_a), veh/h	439	570	557	323	274	380	161	1350		166	1516	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	56.5	48.2	35.7	67.4	64.0	50.2	71.5	46.5	0.0	68.0	43.0	0.0
Incr Delay (d2), s/veh	330.7	8.9	0.3	18.9	245.6	2.1	156.8	427.1	0.0	319.6	479.8	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	57.0	17.5	5.1	5.8	29.2	7.5	6.6	105.1	0.0	21.2	128.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	387.2	57.1	36.0	86.3	309.6	52.3	228.3	473.6	0.0	387.6	522.8	0.0
LnGrp LOS	F	E	D	F	F	D	F	F		F	F	
Approach Vol, veh/h	1402			892			2827			3400		
Approach Delay, s/veh	231.7			181.4			456.0			511.8		
Approach LOS	F			F			F			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	58.3	50.7	12.0	69.0	42.0	27.0	19.0	62.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	44.0	45.0	7.0	64.0	37.0	22.0	14.0	57.0				
Max Q Clear Time (g_c+11.0), s	110.2	36.5	9.0	66.0	39.0	24.0	16.0	59.0				
Green Ext Time (p_c), s	0.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 412.6
HCM 6th LOS F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
278: US 421 & SR 334/116th Street

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	530	278	102	380	385	230	82	2195	125	115	2206	473
Future Volume (veh/h)	530	278	102	380	385	230	82	2195	125	115	2206	473
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No				No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	576	302	111	413	418	250	89	2386	0	125	2398	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	639	703	389	371	633	362	165	2463		173	2476	
Arrive On Green	0.13	0.20	0.20	0.11	0.18	0.18	0.05	0.49	0.00	0.05	0.49	0.00
Sat Flow, veh/h	4983	3526	1572	3428	3526	1572	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	576	302	111	413	418	250	89	2386	0	125	2398	0
Grp Sat Flow(s),veh/h/ln	1661	1763	1572	1714	1763	1572	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	16.1	10.6	8.1	15.3	15.6	20.6	3.6	64.7	0.0	5.1	65.0	0.0
Cycle Q Clear(g_c), s	16.1	10.6	8.1	15.3	15.6	20.6	3.6	64.7	0.0	5.1	65.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	639	703	389	371	633	362	165	2463		173	2476	
V/C Ratio(X)	0.90	0.43	0.29	1.11	0.66	0.69	0.54	0.97		0.72	0.97	
Avail Cap(c_a), veh/h	641	910	481	371	838	453	170	2463		259	2479	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	60.7	49.5	43.1	63.1	54.0	49.9	65.8	35.3	0.0	66.2	35.1	0.0
Incr Delay (d2), s/veh	15.9	0.4	0.4	81.0	1.2	3.2	3.2	11.7	0.0	5.6	11.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	4.8	3.2	10.9	7.1	8.5	1.7	28.7	0.0	2.4	28.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.6	50.0	43.5	144.1	55.2	53.1	69.0	47.0	0.0	71.8	46.8	0.0
LnGrp LOS	E	D	D	F	E	D	E	D		E	D	
Approach Vol, veh/h	989		1081				2475			2523		
Approach Delay, s/veh	64.8		88.7				47.8			48.0		
Approach LOS	E		F				D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.8	33.7	12.3	74.6	23.6	30.9	12.6	74.3				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5				
Max Green Setting (Gmax), s	15.3	36.5	7.0	69.2	18.2	33.6	10.7	65.5				
Max Q Clear Time (g_c+11), s	11.3	12.6	5.6	67.0	18.1	22.6	7.1	66.7				
Green Ext Time (p_c), s	0.0	2.3	0.0	2.1	0.0	2.8	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
278: US 421 & SR 334/116th Street

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	693	428	169	240	380	201	187	2414	322	253	2875	627
Future Volume (veh/h)	693	428	169	240	380	201	187	2414	322	253	2875	627
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	753	465	184	261	413	218	203	2624	0	275	3125	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	770	681	388	306	450	332	184	2573		286	2723	
Arrive On Green	0.15	0.19	0.19	0.09	0.13	0.13	0.05	0.50	0.00	0.08	0.53	0.00
Sat Flow, veh/h	5023	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	753	465	184	261	413	218	203	2624	0	275	3125	0
Grp Sat Flow(s),veh/h/ln	1674	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	22.4	18.3	14.9	11.2	17.2	18.9	8.0	75.6	0.0	11.9	80.0	0.0
Cycle Q Clear(g_c), s	22.4	18.3	14.9	11.2	17.2	18.9	8.0	75.6	0.0	11.9	80.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	770	681	388	306	450	332	184	2573		286	2723	
V/C Ratio(X)	0.98	0.68	0.47	0.85	0.92	0.66	1.10	1.02		0.96	1.15	
Avail Cap(c_a), veh/h	770	681	388	327	450	332	184	2573		286	2723	
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	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.2	56.4	48.4	67.4	64.7	54.4	71.0	37.2	0.0	68.6	35.0	0.0
Incr Delay (d2), s/veh	26.9	2.8	0.9	18.4	23.7	4.7	96.0	22.9	0.0	43.0	71.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.5	8.5	6.0	5.7	9.3	8.0	6.0	36.2	0.0	7.0	50.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.1	59.2	49.3	85.8	88.4	59.0	167.0	60.1	0.0	111.5	106.2	0.0
LnGrp LOS	F	E	D	F	F	E	F	F		F	F	
Approach Vol, veh/h	1402			892			2827			3400		
Approach Delay, s/veh	74.5			80.4			67.8			106.6		
Approach LOS	E			F			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.3	33.7	13.0	85.0	28.0	24.0	17.4	80.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	14.2	27.8	8.0	80.0	23.0	19.0	12.4	75.6				
Max Q Clear Time (g_c+11.2), s	11.2	20.3	10.0	82.0	24.4	20.9	13.9	77.6				
Green Ext Time (p_c), s	0.1	2.3	0.0	0.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	85.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
279: CR 650 E

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	566	68	9	643	82	188	31	27	117	28	487
Future Volume (veh/h)	214	566	68	9	643	82	188	31	27	117	28	487
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	233	615	74	10	699	89	204	34	29	127	30	529
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	378	1299	758	314	932	564	493	233	199	571	432	982
Arrive On Green	0.12	0.37	0.37	0.02	0.26	0.26	0.11	0.25	0.25	0.09	0.23	0.23
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	925	789	1767	1856	2768
Grp Volume(v), veh/h	233	615	74	10	699	89	204	0	63	127	30	529
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1714	1767	1856	1384
Q Serve(g_s), s	6.0	9.0	1.7	0.3	12.3	2.6	5.7	0.0	1.9	3.5	0.8	10.3
Cycle Q Clear(g_c), s	6.0	9.0	1.7	0.3	12.3	2.6	5.7	0.0	1.9	3.5	0.8	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.46	1.00		1.00
Lane Grp Cap(c), veh/h	378	1299	758	314	932	564	493	0	432	571	432	982
V/C Ratio(X)	0.62	0.47	0.10	0.03	0.75	0.16	0.41	0.00	0.15	0.22	0.07	0.54
Avail Cap(c_a), veh/h	530	1622	902	466	1256	708	529	0	432	588	432	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	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	15.5	16.3	9.5	17.5	22.7	14.7	16.3	0.0	19.6	16.4	20.1	17.3
Incr Delay (d2), s/veh	1.6	0.3	0.1	0.0	1.7	0.1	0.6	0.0	0.7	0.2	0.3	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.4	0.5	0.1	5.0	0.9	2.2	0.0	0.8	1.4	0.4	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	16.5	9.5	17.5	24.5	14.8	16.8	0.0	20.3	16.6	20.5	19.5
LnGrp LOS	B	B	A	B	C	B	B	A	C	B	C	B
Approach Vol, veh/h	922					798		267		686		
Approach Delay, s/veh	16.1					23.3		17.6		19.0		
Approach LOS	B					C		B		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	22.0	5.2	29.8	11.6	20.7	12.2	22.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	17.0	17.0	7.0	31.0	9.0	15.0	14.0	24.0				
Max Q Clear Time (g_c+1/5), s	3.9	3.9	2.3	11.0	7.7	12.3	8.0	14.3				
Green Ext Time (p_c), s	0.0	0.2	0.0	4.4	0.1	0.7	0.3	3.6				
Intersection Summary												
HCM 6th Ctrl Delay			19.1									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
279: CR 650 E

Existing PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	466	933	287	63	594	132	134	95	26	120	79	213
Future Volume (veh/h)	466	933	287	63	594	132	134	95	26	120	79	213
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	507	1014	312	68	646	143	146	103	28	130	86	232
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	570	1394	769	292	779	492	434	281	77	433	368	1235
Arrive On Green	0.24	0.39	0.39	0.07	0.22	0.22	0.09	0.20	0.20	0.09	0.20	0.20
Sat Flow, veh/h	1795	3582	1598	1795	3582	1598	1795	1427	388	1795	1885	2812
Grp Volume(v), veh/h	507	1014	312	68	646	143	146	0	131	130	86	232
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1791	1598	1795	0	1815	1795	1885	1406
Q Serve(g_s), s	14.4	17.3	9.0	2.0	12.4	4.9	4.5	0.0	4.5	4.0	2.8	3.6
Cycle Q Clear(g_c), s	14.4	17.3	9.0	2.0	12.4	4.9	4.5	0.0	4.5	4.0	2.8	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	570	1394	769	292	779	492	434	0	358	433	368	1235
V/C Ratio(X)	0.89	0.73	0.41	0.23	0.83	0.29	0.34	0.00	0.37	0.30	0.23	0.19
Avail Cap(c_a), veh/h	732	1698	905	337	849	523	443	0	358	447	368	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	18.7	12.0	19.0	26.8	18.9	19.9	0.0	24.9	19.9	24.3	12.3
Incr Delay (d2), s/veh	10.8	1.3	0.3	0.4	6.5	0.3	0.5	0.0	2.9	0.4	1.5	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	6.8	6.8	2.9	0.8	5.7	1.8	1.9	0.0	2.1	1.6	1.3	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	19.9	12.3	19.4	33.3	19.2	20.3	0.0	27.8	20.3	25.8	12.6
LnGrp LOS	C	B	B	B	C	B	C	A	C	C	C	B
Approach Vol, veh/h	1833					857		277		448		
Approach Delay, s/veh	20.3					29.8		23.9		17.4		
Approach LOS	C					C		C		B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.1	19.1	9.2	32.9	10.6	19.0	21.5	20.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	14.0	14.0	7.0	34.0	7.0	14.0	24.0	17.0				
Max Q Clear Time (g_c+I), s	6.5	6.5	4.0	19.3	6.5	5.6	16.4	14.4				
Green Ext Time (p_c), s	0.0	0.3	0.0	7.3	0.0	0.9	1.1	1.3				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
279: CR 650 E

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	628	1501	99	43	1053	82	205	39	50	117	40	559
Future Volume (veh/h)	628	1501	99	43	1053	82	205	39	50	117	40	559
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	683	1632	108	47	1145	89	223	42	54	127	43	608
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	620	2006	1005	217	1093	598	280	96	123	296	241	1218
Arrive On Green	0.31	0.57	0.57	0.05	0.31	0.31	0.07	0.13	0.13	0.07	0.13	0.13
Sat Flow, veh/h	1767	3526	1572	1767	3526	1572	1767	737	948	1767	1856	2768
Grp Volume(v), veh/h	683	1632	108	47	1145	89	223	0	96	127	43	608
Grp Sat Flow(s),veh/h/ln	1767	1763	1572	1767	1763	1572	1767	0	1685	1767	1856	1384
Q Serve(g_s), s	31.0	37.1	2.7	1.7	31.0	3.7	7.0	0.0	5.3	6.2	2.1	13.0
Cycle Q Clear(g_c), s	31.0	37.1	2.7	1.7	31.0	3.7	7.0	0.0	5.3	6.2	2.1	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	620	2006	1005	217	1093	598	280	0	219	296	241	1218
V/C Ratio(X)	1.10	0.81	0.11	0.22	1.05	0.15	0.80	0.00	0.44	0.43	0.18	0.50
Avail Cap(c_a), veh/h	620	2006	1005	250	1093	598	280	0	219	296	241	1218
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	17.3	7.0	21.7	34.5	20.4	38.8	0.0	40.1	34.6	38.7	20.1
Incr Delay (d2), s/veh	67.3	2.7	0.0	0.5	40.6	0.1	14.6	0.0	1.4	1.0	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.9	14.6	0.8	0.7	19.0	1.4	3.2	0.0	2.2	2.7	1.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	20.0	7.0	22.2	75.1	20.5	53.4	0.0	41.5	35.6	39.1	20.4
LnGrp LOS	F	B	A	C	F	C	D	A	D	D	D	C
Approach Vol, veh/h	2423					1281		319		778		
Approach Delay, s/veh	40.8					69.3		49.8		23.9		
Approach LOS	D					E		D		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	18.0	9.1	61.9	11.0	18.0	35.0	36.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	13.0	13.0	7.0	55.0	7.0	13.0	31.0	31.0				
Max Q Clear Time (g_c+I1), s	7.3	7.3	3.7	39.1	9.0	15.0	33.0	33.0				
Green Ext Time (p_c), s	0.0	0.2	0.0	11.1	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary 279: CR 650 E

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	534	1780	358	147	1889	132	207	126	115	120	108	555
Future Volume (veh/h)	534	1780	358	147	1889	132	207	126	115	120	108	555
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	1935	389	160	2053	143	225	137	125	130	117	603
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	449	2237	1123	190	1663	822	228	123	112	141	202	924
Arrive On Green	0.22	0.62	0.62	0.06	0.46	0.46	0.08	0.14	0.14	0.05	0.11	0.11
Sat Flow, veh/h	1795	3582	1598	1795	3582	1598	1795	908	828	1795	1885	2812
Grp Volume(v), veh/h	580	1935	389	160	2053	143	225	0	262	130	117	603
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1791	1598	1795	0	1736	1795	1885	1406
Q Serve(g_s), s	31.0	61.8	13.4	6.5	65.0	6.7	11.0	0.0	19.0	7.0	8.3	15.0
Cycle Q Clear(g_c), s	31.0	61.8	13.4	6.5	65.0	6.7	11.0	0.0	19.0	7.0	8.3	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.48	1.00		1.00
Lane Grp Cap(c), veh/h	449	2237	1123	190	1663	822	228	0	236	141	202	924
V/C Ratio(X)	1.29	0.87	0.35	0.84	1.23	0.17	0.99	0.00	1.11	0.92	0.58	0.65
Avail Cap(c_a), veh/h	449	2237	1123	221	1663	822	228	0	236	141	202	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	21.5	8.2	30.1	37.5	18.1	55.4	0.0	60.5	57.2	59.5	40.2
Incr Delay (d2), s/veh	147.2	3.8	0.2	21.7	111.0	0.1	55.7	0.0	92.0	52.5	11.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.4	25.8	4.5	3.9	53.5	2.5	6.1	0.0	14.4	3.2	4.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	195.1	25.3	8.3	51.8	148.5	18.2	111.1	0.0	152.5	109.7	71.1	43.8
LnGrp LOS	F	C	A	D	F	B	F	A	F	F	E	D
Approach Vol, veh/h	2904					2356		487		850		
Approach Delay, s/veh	56.9					134.0		133.4		57.6		
Approach LOS	E					F		F		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	24.0	12.6	92.4	15.0	20.0	35.0	70.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	19.0	19.0	11.0	85.0	11.0	15.0	31.0	65.0				
Max Q Clear Time (g_c+I19, s)	21.0	21.0	8.5	63.8	13.0	17.0	33.0	67.0				
Green Ext Time (p_c), s	0.0	0.0	0.1	16.8	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			90.2									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
280: CR 700 E

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	499	33	43	436	117	175	66	147	144	27	142
Future Volume (veh/h)	77	499	33	43	436	117	175	66	147	144	27	142
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			
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	84	542	36	47	474	127	190	72	160	157	29	154
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	291	834	55	288	631	168	587	183	406	546	90	480
Arrive On Green	0.08	0.25	0.25	0.06	0.23	0.23	0.09	0.36	0.36	0.09	0.35	0.35
Sat Flow, veh/h	1767	3356	222	1767	2754	733	1767	512	1138	1767	255	1356
Grp Volume(v), veh/h	84	284	294	47	302	299	190	0	232	157	0	183
Grp Sat Flow(s),veh/h/ln	1767	1763	1815	1767	1763	1724	1767	0	1651	1767	0	1611
Q Serve(g_s), s	2.5	10.6	10.7	1.4	11.7	11.9	4.9	0.0	7.7	4.0	0.0	6.1
Cycle Q Clear(g_c), s	2.5	10.6	10.7	1.4	11.7	11.9	4.9	0.0	7.7	4.0	0.0	6.1
Prop In Lane	1.00		0.12	1.00		0.43	1.00		0.69	1.00		0.84
Lane Grp Cap(c), veh/h	291	438	451	288	404	395	587	0	589	546	0	570
V/C Ratio(X)	0.29	0.65	0.65	0.16	0.75	0.76	0.32	0.00	0.39	0.29	0.00	0.32
Avail Cap(c_a), veh/h	369	671	691	352	623	609	685	0	589	649	0	570
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	24.8	24.8	19.8	26.4	26.4	12.9	0.0	17.7	12.9	0.0	17.3
Incr Delay (d2), s/veh	0.5	1.6	1.6	0.3	2.8	3.0	0.3	0.0	2.0	0.3	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.4	4.6	0.6	5.0	5.0	1.8	0.0	3.1	1.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	26.4	26.4	20.0	29.2	29.4	13.2	0.0	19.7	13.2	0.0	18.8
LnGrp LOS	C	C	C	C	C	C	B	A	B	B	A	B
Approach Vol, veh/h	662				648		422				340	
Approach Delay, s/veh	25.6				28.6		16.8				16.2	
Approach LOS	C				C		B				B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.2	31.2	8.3	23.3	10.9	31.0	9.7	21.9				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	26.0	26.0	7.0	28.0	11.0	26.0	9.0	26.0				
Max Q Clear Time (g_c+I), s	9.7	9.7	3.4	12.7	6.9	8.1	4.5	13.9				
Green Ext Time (p_c), s	0.2	1.2	0.0	3.1	0.2	1.0	0.1	3.0				

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
280: CR 700 E

Existing PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	523	74	109	533	199	109	92	64	164	68	113
Future Volume (veh/h)	275	523	74	109	533	199	109	92	64	164	68	113
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	299	568	80	118	579	216	118	100	70	178	74	123
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	407	1080	152	408	727	271	422	236	165	455	154	257
Arrive On Green	0.14	0.34	0.34	0.09	0.28	0.28	0.09	0.23	0.23	0.10	0.24	0.24
Sat Flow, veh/h	1795	3153	443	1795	2554	951	1795	1032	723	1795	637	1058
Grp Volume(v), veh/h	299	322	326	118	406	389	118	0	170	178	0	197
Grp Sat Flow(s),veh/h/ln	1795	1791	1805	1795	1791	1714	1795	0	1755	1795	0	1695
Q Serve(g_s), s	8.1	10.7	10.7	3.3	15.5	15.6	3.6	0.0	6.1	5.5	0.0	7.4
Cycle Q Clear(g_c), s	8.1	10.7	10.7	3.3	15.5	15.6	3.6	0.0	6.1	5.5	0.0	7.4
Prop In Lane	1.00		0.25	1.00		0.55	1.00		0.41	1.00		0.62
Lane Grp Cap(c), veh/h	407	614	619	408	510	488	422	0	402	455	0	411
V/C Ratio(X)	0.73	0.52	0.53	0.29	0.80	0.80	0.28	0.00	0.42	0.39	0.00	0.48
Avail Cap(c_a), veh/h	632	966	973	423	652	624	437	0	402	518	0	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	19.5	19.6	16.1	24.5	24.6	18.9	0.0	24.4	18.9	0.0	24.1
Incr Delay (d2), s/veh	2.6	0.7	0.7	0.4	5.3	5.6	0.4	0.0	3.2	0.5	0.0	4.0
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	8.3	4.3	4.4	1.3	7.0	6.7	1.5	0.0	2.8	2.2	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	20.2	20.3	16.4	29.9	30.2	19.3	0.0	27.7	19.4	0.0	28.0
LnGrp LOS	B	C	C	B	C	C	B	A	C	B	A	C
Approach Vol, veh/h	947		913			288			375			
Approach Delay, s/veh	19.8		28.3			24.2			23.9			
Approach LOS	B		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	22.0	10.4	30.4	10.4	23.0	14.7	26.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	10.0	15.0	7.0	40.0	7.0	18.0	20.0	27.0				
Max Q Clear Time (g_c+I1), s	17.5	8.1	5.3	12.7	5.6	9.4	10.1	17.6				
Green Ext Time (p_c), s	0.1	0.5	0.0	4.3	0.0	0.7	0.6	3.5				
Intersection Summary												
HCM 6th Ctrl Delay	24.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

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Future AM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1425	55	80	820	117	204	94	207	144	36	173
Future Volume (veh/h)	87	1425	55	80	820	117	204	94	207	144	36	173
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	95	1549	60	87	891	127	222	102	225	157	39	188
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	346	1625	63	216	1449	207	282	93	204	220	44	210
Arrive On Green	0.07	0.47	0.47	0.07	0.47	0.47	0.10	0.18	0.18	0.08	0.16	0.16
Sat Flow, veh/h	1767	3461	134	1767	3097	441	1767	515	1136	1767	277	1337
Grp Volume(v), veh/h	95	787	822	87	507	511	222	0	327	157	0	227
Grp Sat Flow(s),veh/h/ln	1767	1763	1831	1767	1763	1776	1767	0	1651	1767	0	1615
Q Serve(g_s), s	2.3	38.0	38.4	2.1	19.1	19.1	9.0	0.0	16.0	6.6	0.0	12.3
Cycle Q Clear(g_c), s	2.3	38.0	38.4	2.1	19.1	19.1	9.0	0.0	16.0	6.6	0.0	12.3
Prop In Lane	1.00		0.07	1.00		0.25	1.00		0.69	1.00		0.83
Lane Grp Cap(c), veh/h	346	828	860	216	825	831	282	0	297	220	0	254
V/C Ratio(X)	0.27	0.95	0.96	0.40	0.61	0.61	0.79	0.00	1.10	0.71	0.00	0.89
Avail Cap(c_a), veh/h	359	832	865	232	832	839	282	0	297	220	0	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.5	22.6	22.7	19.5	17.7	17.7	29.5	0.0	36.5	29.6	0.0	36.7
Incr Delay (d2), s/veh	0.4	20.1	20.6	1.2	1.3	1.3	13.7	0.0	82.1	10.4	0.0	30.2
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	0.9	19.1	20.1	0.8	7.6	7.7	5.0	0.0	13.1	3.4	0.0	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	42.7	43.3	20.7	19.0	19.0	43.2	0.0	118.5	40.0	0.0	67.0
LnGrp LOS	B	D	D	C	B	B	D	A	F	D	A	E
Approach Vol, veh/h	1704			1105			549			384		
Approach Delay, s/veh	41.3			19.1			88.1			55.9		
Approach LOS	D			B			F			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	21.0	10.2	46.8	13.0	19.0	10.3	46.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	16.0	7.0	42.0	9.0	14.0	7.0	42.0					
Max Q Clear Time (g_c+1/6), s	18.0	4.1	40.4	11.0	14.3	4.3	21.1					
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.0	0.0	7.0				

Intersection Summary

HCM 6th Ctrl Delay 43.1
HCM 6th LOS D

HCM 6th Signalized Intersection Summary 280: CR 700 E

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	1377	131	227	1821	199	161	132	129	165	89	152
Future Volume (veh/h)	300	1377	131	227	1821	199	161	132	129	165	89	152
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	326	1497	142	247	1979	216	175	143	140	179	97	165
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	269	1823	172	277	1713	184	165	131	128	165	94	160
Arrive On Green	0.12	0.55	0.55	0.09	0.52	0.52	0.06	0.15	0.15	0.06	0.15	0.15
Sat Flow, veh/h	1795	3309	311	1795	3263	350	1795	875	856	1795	627	1066
Grp Volume(v), veh/h	326	805	834	247	1069	1126	175	0	283	179	0	262
Grp Sat Flow(s),veh/h/ln	1795	1791	1829	1795	1791	1822	1795	0	1731	1795	0	1693
Q Serve(g_s), s	14.0	44.0	45.1	8.6	63.0	63.0	7.0	0.0	18.0	7.0	0.0	18.0
Cycle Q Clear(g_c), s	14.0	44.0	45.1	8.6	63.0	63.0	7.0	0.0	18.0	7.0	0.0	18.0
Prop In Lane	1.00		0.17	1.00		0.19	1.00		0.49	1.00		0.63
Lane Grp Cap(c), veh/h	269	987	1008	277	940	957	165	0	260	165	0	254
V/C Ratio(X)	1.21	0.82	0.83	0.89	1.14	1.18	1.06	0.00	1.09	1.09	0.00	1.03
Avail Cap(c_a), veh/h	269	987	1008	338	940	957	165	0	260	165	0	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.1	22.0	22.2	28.0	28.5	28.5	46.3	0.0	51.0	46.3	0.0	51.0
Incr Delay (d2), s/veh	123.8	5.4	5.8	21.6	74.9	90.5	87.6	0.0	81.9	95.1	0.0	64.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	19.1	20.1	5.3	45.2	50.1	5.5	0.0	13.7	5.9	0.0	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	165.9	27.3	28.0	49.6	103.4	119.0	134.0	0.0	132.9	141.5	0.0	115.9
LnGrp LOS	F	C	C	D	F	F	F	A	F	F	A	F
Approach Vol, veh/h	1965		2442			458			441			
Approach Delay, s/veh	50.6		105.1			133.3			126.3			
Approach LOS	D		F			F			F			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	1.0	23.0	14.9	71.1	11.0	23.0	18.0	68.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	18.0	18.0	15.0	62.0	7.0	18.0	14.0	63.0				
Max Q Clear Time (g_c+1.0), s	19.0	20.0	10.6	47.1	9.0	20.0	16.0	65.0				
Green Ext Time (p_c), s	0.0	0.0	0.3	10.0	0.0	0.0	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	89.1
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary 281: CR 800 E & SR 334

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	17	645	36	14	382	2	17	16	32	10	82	28
Future Volume (veh/h)	17	645	36	14	382	2	17	16	32	10	82	28
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	18	701	39	15	415	2	18	17	35	11	89	30
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	90	874	48	93	914	4	162	148	211	101	342	107
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	16	1700	93	21	1778	8	234	560	794	56	1288	403
Grp Volume(v), veh/h	758	0	0	432	0	0	70	0	0	130	0	0
Grp Sat Flow(s),veh/h/ln	1809	0	0	1808	0	0	1588	0	0	1747	0	0
Q Serve(g_s), s	1.1	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	15.7	0.0	0.0	6.8	0.0	0.0	1.4	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.02		0.05	0.03		0.00	0.26		0.50	0.08		0.23
Lane Grp Cap(c), veh/h	1011	0	0	1011	0	0	521	0	0	550	0	0
V/C Ratio(X)	0.75	0.00	0.00	0.43	0.00	0.00	0.13	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1554	0	0	1541	0	0	555	0	0	587	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	9.2	0.0	0.0	7.0	0.0	0.0	12.7	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	0.0	0.0	1.9	0.0	0.0	0.5	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	7.3	0.0	0.0	12.9	0.0	0.0	13.4	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h	758		432			70			130			
Approach Delay, s/veh	10.3		7.3			12.9			13.4			
Approach LOS	B		A			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	17.0		28.2			17.0			28.2			
Change Period (Y+Rc), s	5.0		5.0			5.0			5.0			
Max Green Setting (Gmax), s	13.0		37.0			13.0			37.0			
Max Q Clear Time (g_c+I1), s	3.4		17.7			4.6			8.8			
Green Ext Time (p_c), s	0.2		5.6			0.4			3.0			
Intersection Summary												
HCM 6th Ctrl Delay			9.8									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
281: CR 800 E & SR 334

Existing PM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	27	674	27	13	706	10	55	53	31	15	22	28
Future Volume (veh/h)	27	674	27	13	706	10	55	53	31	15	22	28
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	29	733	29	14	767	11	60	58	34	16	24	30
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	96	911	35	85	956	14	232	208	95	149	195	186
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	30	1740	67	11	1826	26	472	799	366	204	750	715
Grp Volume(v), veh/h	791	0	0	792	0	0	152	0	0	70	0	0
Grp Sat Flow(s),veh/h/ln	1837	0	0	1863	0	0	1637	0	0	1668	0	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	16.1	0.0	0.0	16.0	0.0	0.0	3.2	0.0	0.0	1.4	0.0	0.0
Prop In Lane	0.04		0.04	0.02		0.01	0.39		0.22	0.23		0.43
Lane Grp Cap(c), veh/h	1042	0	0	1054	0	0	534	0	0	529	0	0
V/C Ratio(X)	0.76	0.00	0.00	0.75	0.00	0.00	0.28	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	1571	0	0	1602	0	0	534	0	0	529	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	9.1	0.0	0.0	9.1	0.0	0.0	13.8	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	1.1	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0	4.7	0.0	0.0	1.1	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	10.2	0.0	0.0	14.1	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h	791		792			152			70			
Approach Delay, s/veh	10.3		10.2			14.1			13.3			
Approach LOS	B		B			B			B			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	17.0		29.2			17.0			29.2			
Change Period (Y+Rc), s	5.0		5.0			5.0			5.0			
Max Green Setting (Gmax), s	12.0		38.0			12.0			38.0			
Max Q Clear Time (g_c+I1), s	5.2		18.1			3.4			18.0			
Green Ext Time (p_c), s	0.4		6.1			0.2			6.0			
Intersection Summary												
HCM 6th Ctrl Delay	10.7											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary 281: CR 800 E & SR 334

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (veh/h)	41	1601	42	37	718	4	26	18	37	32	84	104
Future Volume (veh/h)	41	1601	42	37	718	4	26	18	37	32	84	104
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	45	1740	46	40	780	4	28	20	40	35	91	113
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	55	1366	36	60	1051	5	73	55	74	56	82	93
Arrive On Green	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	30	1707	45	36	1314	7	288	470	631	185	700	794
Grp Volume(v), veh/h	1831	0	0	824	0	0	88	0	0	239	0	0
Grp Sat Flow(s),veh/h/ln	1782	0	0	1356	0	0	1389	0	0	1678	0	0
Q Serve(g_s), s	66.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	96.0	0.0	0.0	19.5	0.0	0.0	6.4	0.0	0.0	14.0	0.0	0.0
Prop In Lane	0.02		0.03	0.05		0.00	0.32		0.45	0.15		0.47
Lane Grp Cap(c), veh/h	1456	0	0	1116	0	0	202	0	0	230	0	0
V/C Ratio(X)	1.26	0.00	0.00	0.74	0.00	0.00	0.44	0.00	0.00	1.04	0.00	0.00
Avail Cap(c_a), veh/h	1456	0	0	1116	0	0	202	0	0	230	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	12.6	0.0	0.0	4.3	0.0	0.0	49.5	0.0	0.0	53.9	0.0	0.0
Incr Delay (d2), s/veh	121.7	0.0	0.0	2.6	0.0	0.0	1.5	0.0	0.0	69.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	78.2	0.0	0.0	6.4	0.0	0.0	2.6	0.0	0.0	11.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	134.3	0.0	0.0	7.0	0.0	0.0	50.9	0.0	0.0	123.6	0.0	0.0
LnGrp LOS	F	A	A	A	A	A	D	A	A	F	A	A
Approach Vol, veh/h	1831		824			88			239			
Approach Delay, s/veh	134.3		7.0			50.9			123.6			
Approach LOS	F		A			D			F			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	19.0		101.0			19.0			101.0			
Change Period (Y+Rc), s	5.0		5.0			5.0			5.0			
Max Green Setting (Gmax), s	14.0		96.0			14.0			96.0			
Max Q Clear Time (g_c+I1), s	8.4		98.0			16.0			21.5			
Green Ext Time (p_c), s	0.2		0.0			0.0			10.3			
Intersection Summary												
HCM 6th Ctrl Delay	95.8											
HCM 6th LOS	F											

HCM 6th Signalized Intersection Summary 281: CR 800 E & SR 334

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	95	1520	33	67	2053	29	60	55	61	22	24	82
Future Volume (veh/h)	95	1520	33	67	2053	29	60	55	61	22	24	82
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	103	1652	36	73	2232	32	65	60	66	24	26	89
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	75	857	18	61	1154	16	97	64	62	61	48	126
Arrive On Green	0.79	0.79	0.79	0.79	0.79	0.79	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	51	1083	23	35	1459	21	450	546	526	188	409	1063
Grp Volume(v), veh/h	1791	0	0	2337	0	0	191	0	0	139	0	0
Grp Sat Flow(s),veh/h/ln	157	0	0	1514	0	0	1521	0	0	1660	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	87.0	0.0	0.0	87.0	0.0	0.0	13.0	0.0	0.0	8.8	0.0	0.0
Prop In Lane	0.06		0.02	0.03		0.01	0.34		0.35	0.17		0.64
Lane Grp Cap(c), veh/h	950	0	0	1231	0	0	224	0	0	235	0	0
V/C Ratio(X)	1.89	0.00	0.00	1.90	0.00	0.00	0.85	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	950	0	0	1231	0	0	224	0	0	235	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	0.0	0.0	10.5	0.0	0.0	48.8	0.0	0.0	46.6	0.0	0.0
Incr Delay (d2), s/veh	402.5	0.0	0.0	407.1	0.0	0.0	26.0	0.0	0.0	4.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	0.0	0.0	156.0	0.0	0.0	6.9	0.0	0.0	3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	411.7	0.0	0.0	417.5	0.0	0.0	74.8	0.0	0.0	50.6	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	E	A	A	D	A	A
Approach Vol, veh/h	1791		2337			191			139			
Approach Delay, s/veh	411.7		417.5			74.8			50.6			
Approach LOS	F		F			E			D			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	18.0		92.0			18.0			92.0			
Change Period (Y+Rc), s	5.0		5.0			5.0			5.0			
Max Green Setting (Gmax), s	13.0		87.0			13.0			87.0			
Max Q Clear Time (g_c+I1), s	15.0		89.0			10.8			89.0			
Green Ext Time (p_c), s	0.0		0.0			0.1			0.0			
Intersection Summary												
HCM 6th Ctrl Delay	389.1											
HCM 6th LOS	F											

Intersection						
Intersection Delay, s/veh14.6						
Intersection LOS B						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1831		824		88	239
Demand Flow Rate, veh/h	1905		857		92	249
Vehicles Circulating, veh/h	173		97		1893	882
Vehicles Exiting, veh/h	958		1888		185	72
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	18.6		6.1		21.0	10.7
Approach LOS	C		A		C	B
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	895	1010	403	454	92	249
Cap Entry Lane, veh/h	1151	1226	1235	1308	284	671
Entry HV Adj Factor	0.962	0.961	0.961	0.962	0.959	0.961
Flow Entry, veh/h	861	971	387	437	88	239
Cap Entry, veh/h	1107	1178	1186	1258	272	645
V/C Ratio	0.777	0.824	0.326	0.347	0.324	0.371
Control Delay, s/veh	17.4	19.5	6.1	6.1	21.0	10.7
LOS	C	C	A	A	C	B
95th %tile Queue, veh	8	10	1	2	1	2

Intersection						
Intersection Delay, s/veh40.2						
Intersection LOS E						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1791		2337		191	139
Demand Flow Rate, veh/h	1809		2360		194	140
Vehicles Circulating, veh/h	124		231		1797	2394
Vehicles Exiting, veh/h	2410		1760		136	197
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	14.0		59.2		33.1	66.6
Approach LOS	B		F		D	F
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	850	959	1109	1251	194	140
Cap Entry Lane, veh/h	1204	1278	1091	1167	308	186
Entry HV Adj Factor	0.991	0.990	0.990	0.990	0.987	0.991
Flow Entry, veh/h	842	949	1098	1238	191	139
Cap Entry, veh/h	1193	1265	1081	1155	304	184
V/C Ratio	0.706	0.750	1.016	1.072	0.629	0.755
Control Delay, s/veh	13.4	14.6	51.1	66.4	33.1	66.6
LOS	B	B	F	F	D	F
95th %tile Queue, veh	6	8	21	27	4	5

Intersection						
Intersection Delay, s/veh 5.5						
Intersection LOS A						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	622		406		175	165
Demand Flow Rate, veh/h	646		423		182	172
Vehicles Circulating, veh/h	155		154		657	463
Vehicles Exiting, veh/h	480		685		144	114
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	5.6		4.6		7.0	5.7
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.471	0.529	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	304	342	199	224	182	172
Cap Entry Lane, veh/h	1170	1245	1172	1246	812	958
Entry HV Adj Factor	0.961	0.964	0.959	0.960	0.964	0.962
Flow Entry, veh/h	292	330	191	215	175	165
Cap Entry, veh/h	1125	1199	1123	1196	783	921
V/C Ratio	0.260	0.275	0.170	0.180	0.224	0.180
Control Delay, s/veh	5.6	5.5	4.7	4.6	7.0	5.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	1	1	1

Intersection						
Intersection Delay, s/veh 6.4						
Intersection LOS A						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	727		778		170	156
Demand Flow Rate, veh/h	735		786		173	158
Vehicles Circulating, veh/h	155		214		696	817
Vehicles Exiting, veh/h	820		655		194	183
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	5.8		6.5		7.1	7.7
Approach LOS	A		A		A	A
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	TR	LT	TR	LTR	LTR
Assumed Moves	LT	TR	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.469	0.531	0.469	0.531	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	345	390	369	417	173	158
Cap Entry Lane, veh/h	1170	1245	1109	1184	786	709
Entry HV Adj Factor	0.991	0.988	0.991	0.989	0.985	0.990
Flow Entry, veh/h	342	385	366	412	170	156
Cap Entry, veh/h	1160	1230	1099	1171	774	702
V/C Ratio	0.295	0.313	0.333	0.352	0.220	0.223
Control Delay, s/veh	5.9	5.8	6.6	6.5	7.1	7.7
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	1	1	2	1	1

Intersection						
Intersection Delay, s/veh 52.6						
Intersection LOS F						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1691		748		261	490
Demand Flow Rate, veh/h	1759		778		272	509
Vehicles Circulating, veh/h	234		754		1817	614
Vehicles Exiting, veh/h	889		1335		176	918
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	267.0		14.2		68.1	14.0
Approach LOS	F		B		F	B
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	TR	LTR	LTR
Assumed Moves	LT	R	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.972	0.028	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	1710	49	366	412	272	509
Cap Entry Lane, veh/h	1088	1164	675	748	303	843
Entry HV Adj Factor	0.961	0.959	0.960	0.962	0.961	0.962
Flow Entry, veh/h	1644	47	351	396	261	490
Cap Entry, veh/h	1046	1116	648	719	291	811
V/C Ratio	1.571	0.042	0.543	0.551	0.898	0.604
Control Delay, s/veh	274.6	3.6	14.7	13.7	68.1	14.0
LOS	F	A	B	B	F	B
95th %tile Queue, veh	82	0	3	3	8	4

Intersection						
Intersection Delay, s/veh 44.8						
Intersection LOS F						
Approach	EB		WB		NB	SB
Entry Lanes	2		2		1	1
Conflicting Circle Lanes	2		2		2	2
Adj Approach Flow, veh/h	1687		1373		214	1499
Demand Flow Rate, veh/h	1704		1387		217	1514
Vehicles Circulating, veh/h	403		739		1853	1267
Vehicles Exiting, veh/h	2378		1331		254	859
Ped Vol Crossing Leg, #/h	0		0		0	0
Ped Cap Adj	1.000		1.000		1.000	1.000
Approach Delay, s/veh	340.5		48.8		44.3	982.1
Approach LOS	F		E		E	F
Lane	Left	Right	Left	Right	Left	Left
Designated Moves	LT	R	LT	TR	LTR	LTR
Assumed Moves	LT	R	LT	TR	LTR	LTR
RT Channelized						
Lane Util	0.957	0.043	0.470	0.530	1.000	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328	4.328
Entry Flow, veh/h	1631	73	652	735	217	1514
Cap Entry Lane, veh/h	932	1008	684	758	294	484
Entry HV Adj Factor	0.990	0.986	0.990	0.990	0.987	0.990
Flow Entry, veh/h	1615	72	645	728	214	1499
Cap Entry, veh/h	922	994	677	750	290	479
V/C Ratio	1.751	0.072	0.953	0.970	0.738	3.130
Control Delay, s/veh	355.5	4.3	48.5	49.2	44.3	982.1
LOS	F	A	E	E	E	F
95th %tile Queue, veh	93	0	14	15	5	132

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔	↔	↔	↔			↔↔	
Traffic Vol, veh/h	62	720	8	8	361	28	5	5	21	31	1	49
Future Vol, veh/h	62	720	8	8	361	28	5	5	21	31	1	49
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	-	-	-	-	-	330	0	-	-	-	-	-
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	67	783	9	9	392	30	5	5	23	34	1	53
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	792	0	0	1374	1362	396	938	1336	392
Stage 1	-	-	-	-	-	-	922	922	-	410	410	-
Stage 2	-	-	-	-	-	-	452	440	-	528	926	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.36	6.56	6.96	7.36	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.56	5.56	-
Follow-up Hdwy	2.238	-	-	2.238	-	-	3.538	4.038	3.338	3.538	4.038	3.338
Pot Cap-1 Maneuver	1123	-	-	816	-	-	112	145	599	229	151	651
Stage 1	-	-	-	-	-	-	288	344	-	613	590	-
Stage 2	-	-	-	-	-	-	581	573	-	498	343	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1123	-	-	816	-	-	93	128	599	194	133	651
Mov Cap-2 Maneuver	-	-	-	-	-	-	93	128	-	194	133	-
Stage 1	-	-	-	-	-	-	257	307	-	547	582	-
Stage 2	-	-	-	-	-	-	525	565	-	420	306	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0.2			21			19.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)	93	351	1123	-	-	816	-	-	334			
HCM Lane V/C Ratio	0.058	0.081	0.06	-	-	0.011	-	-	0.264			
HCM Control Delay (s)	46.1	16.2	8.4	0.4	-	9.5	0	-	19.6			
HCM Lane LOS	E	C	A	A	-	A	A	-	C			
HCM 95th %tile Q(veh)	0.2	0.3	0.2	-	-	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	69	652	11	20	744	70	8	3	25	12	2	43
Future Vol, veh/h	69	652	11	20	744	70	8	3	25	12	2	43
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	-	-	-	-	-	330	0	-	-	-	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	75	709	12	22	809	76	9	3	27	13	2	47
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	885	0	0	721	0	0	1781	1794	361	1359	1724	809
Stage 1	-	-	-	-	-	-	865	865	-	853	853	-
Stage 2	-	-	-	-	-	-	916	929	-	506	871	-
Critical Hdwy	4.115	-	-	4.115	-	-	7.315	6.515	6.915	7.315	6.515	6.215
Critical Hdwy Stg 1	-	-	-	-	-	-	6.515	5.515	-	6.115	5.515	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.115	5.515	-	6.515	5.515	-
Follow-up Hdwy	2.2095	-	-	2.2095	-	-	3.5095	4.0095	3.3095	3.5095	4.0095	3.3095
Pot Cap-1 Maneuver	768	-	-	884	-	-	58	81	639	117	89	382
Stage 1	-	-	-	-	-	-	317	372	-	355	377	-
Stage 2	-	-	-	-	-	-	327	347	-	520	369	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	768	-	-	884	-	-	42	64	639	91	71	382
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	64	-	91	71	-
Stage 1	-	-	-	-	-	-	265	311	-	297	358	-
Stage 2	-	-	-	-	-	-	271	330	-	412	309	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.2			38.2			29.3		
HCM LOS							E			D		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1		
Capacity (veh/h)	42		326	768	-	-	884	-	-	-	209	
HCM Lane V/C Ratio	0.207		0.093	0.098	-	-	0.025	-	-	-	0.296	
HCM Control Delay (s)	111.8		17.2	10.2	0.7	-	9.2	0	-	-	29.3	
HCM Lane LOS	F		C	B	A	-	A	A	-	-	D	
HCM 95th %tile Q(veh)	0.7		0.3	0.3	-	-	0.1	-	-	-	1.2	

Intersection				
Intersection Delay, s/veh 9.7				
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	859	431	33	88
Demand Flow Rate, veh/h	893	448	34	91
Vehicles Circulating, veh/h	45	80	919	422
Vehicles Exiting, veh/h	468	873	19	106
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	12.0	6.3	7.7	5.1
Approach LOS	B	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	893	448	34	91
Cap Entry Lane, veh/h	1318	1272	540	897
Entry HV Adj Factor	0.962	0.963	0.965	0.967
Flow Entry, veh/h	859	431	33	88
Cap Entry, veh/h	1267	1224	522	867
V/C Ratio	0.678	0.352	0.063	0.101
Control Delay, s/veh	12.0	6.3	7.7	5.1
LOS	B	A	A	A
95th %tile Queue, veh	6	2	0	0

Intersection				
Intersection Delay, s/veh11.7				
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	796	907	39	62
Demand Flow Rate, veh/h	804	916	39	62
Vehicles Circulating, veh/h	37	88	805	848
Vehicles Exiting, veh/h	873	756	36	156
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.9	13.7	6.7	7.5
Approach LOS	A	B	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	804	916	39	62
Cap Entry Lane, veh/h	1329	1261	607	581
Entry HV Adj Factor	0.990	0.990	0.999	1.000
Flow Entry, veh/h	796	907	39	62
Cap Entry, veh/h	1315	1249	607	581
V/C Ratio	0.605	0.726	0.064	0.107
Control Delay, s/veh	9.9	13.7	6.7	7.5
LOS	A	B	A	A
95th %tile Queue, veh	4	7	0	0

HCM 6th Signalized Intersection Summary
283: Bentley Drive/SHEETS RD & SR 334

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	1321	8	8	697	80	5	5	21	223	1	57
Future Volume (veh/h)	87	1321	8	8	697	80	5	5	21	223	1	57
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	95	1436	9	9	758	87	5	5	23	242	1	62
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	370	1325	8	60	1175	135	364	60	274	269	1	55
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	641	1827	11	363	1621	186	1318	286	1317	1034	4	265
Grp Volume(v), veh/h	95	0	1445	9	0	845	5	0	28	305	0	0
Grp Sat Flow(s),veh/h/ln	641	0	1839	363	0	1807	1318	0	1604	1303	0	0
Q Serve(g_s), s	10.8	0.0	87.0	0.0	0.0	29.0	0.0	0.0	1.7	23.3	0.0	0.0
Cycle Q Clear(g_c), s	39.8	0.0	87.0	87.0	0.0	29.0	0.3	0.0	1.7	25.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10	1.00		0.82	0.79		0.20
Lane Grp Cap(c), veh/h	370	0	1333	60	0	1310	364	0	334	325	0	0
V/C Ratio(X)	0.26	0.00	1.08	0.15	0.00	0.64	0.01	0.00	0.08	0.94	0.00	0.00
Avail Cap(c_a), veh/h	370	0	1333	60	0	1310	364	0	334	325	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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	0.0	16.5	60.0	0.0	8.5	37.7	0.0	38.3	49.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	50.8	1.1	0.0	1.1	0.0	0.0	0.1	33.9	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	1.6	0.0	49.2	0.3	0.0	10.4	0.1	0.0	0.7	12.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	0.0	67.3	61.1	0.0	9.6	37.7	0.0	38.4	83.5	0.0	0.0
LnGrp LOS	B	A	F	E	A	A	D	A	D	F	A	A
Approach Vol, veh/h	1540		854			33			305			
Approach Delay, s/veh	64.3		10.2			38.3			83.5			
Approach LOS	E		B			D			F			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	29.0		91.0			29.0			91.0			
Change Period (Y+Rc), s	4.0		4.0			4.0			4.0			
Max Green Setting (Gmax), s	25.0		87.0			25.0			87.0			
Max Q Clear Time (g_c+I1), s	3.7		89.0			27.0			89.0			
Green Ext Time (p_c), s	0.1		0.0			0.0			0.0			
Intersection Summary												
HCM 6th Ctrl Delay			49.2									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary 283: Bentley Drive/SHEETS RD & SR 334

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	1298	11	20	1301	143	8	3	25	82	2	78
Future Volume (veh/h)	85	1298	11	20	1301	143	8	3	25	82	2	78
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	92	1411	12	22	1414	155	9	3	27	89	2	85
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	60	1493	13	129	1335	146	197	22	195	133	9	90
Arrive On Green	0.80	0.80	0.80	0.80	0.80	0.80	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	330	1866	16	380	1669	183	1321	162	1460	660	66	678
Grp Volume(v), veh/h	92	0	1423	22	0	1569	9	0	30	176	0	0
Grp Sat Flow(s),veh/h/ln	330	0	1882	380	0	1852	1321	0	1622	1405	0	0
Q Serve(g_s), s	0.0	0.0	74.4	6.0	0.0	96.0	0.0	0.0	2.0	13.0	0.0	0.0
Cycle Q Clear(g_c), s	96.0	0.0	74.4	80.4	0.0	96.0	0.9	0.0	2.0	15.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10	1.00		0.90	0.51		0.48
Lane Grp Cap(c), veh/h	60	0	1506	129	0	1482	197	0	216	232	0	0
V/C Ratio(X)	1.53	0.00	0.94	0.17	0.00	1.06	0.05	0.00	0.14	0.76	0.00	0.00
Avail Cap(c_a), veh/h	60	0	1506	129	0	1482	197	0	216	232	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	0.0	9.8	42.8	0.0	12.0	45.5	0.0	45.9	51.9	0.0	0.0
Incr Delay (d2), s/veh	307.3	0.0	12.5	0.6	0.0	40.7	0.1	0.0	0.3	13.3	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	6.9	0.0	27.2	0.6	0.0	44.7	0.2	0.0	0.8	6.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	367.3	0.0	22.3	43.4	0.0	52.7	45.6	0.0	46.2	65.3	0.0	0.0
LnGrp LOS	F	A	C	D	A	F	D	A	D	E	A	A
Approach Vol, veh/h	1515		1591			39			176			
Approach Delay, s/veh	43.3		52.6			46.1			65.3			
Approach LOS	D		D			D			E			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	20.0		100.0			20.0			100.0			
Change Period (Y+Rc), s	4.0		4.0			4.0			4.0			
Max Green Setting (Gmax), s	16.0		96.0			16.0			96.0			
Max Q Clear Time (g_c+I1), s	4.0		98.0			17.0			98.0			
Green Ext Time (p_c), s	0.1		0.0			0.0			0.0			
Intersection Summary												
HCM 6th Ctrl Delay	48.9											
HCM 6th LOS	D											

HCM 6th Signalized Intersection Summary
284: Ford Road & SR 334

Existing AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	385	151	101	265	75	68	187	69	126	293	103
Future Volume (veh/h)	214	385	151	101	265	75	68	187	69	126	293	103
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	233	418	164	110	288	82	74	203	75	137	318	112
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	463	590	229	360	545	152	332	354	131	455	388	137
Arrive On Green	0.13	0.23	0.23	0.10	0.20	0.20	0.08	0.27	0.27	0.10	0.29	0.29
Sat Flow, veh/h	1795	2521	979	1795	2764	773	1795	1313	485	1795	1332	469
Grp Volume(v), veh/h	233	296	286	110	185	185	74	0	278	137	0	430
Grp Sat Flow(s),veh/h/ln	1795	1791	1709	1795	1791	1746	1795	0	1798	1795	0	1801
Q Serve(g_s), s	6.0	9.2	9.4	2.8	5.6	5.8	1.7	0.0	8.1	3.2	0.0	13.5
Cycle Q Clear(g_c), s	6.0	9.2	9.4	2.8	5.6	5.8	1.7	0.0	8.1	3.2	0.0	13.5
Prop In Lane	1.00		0.57	1.00		0.44	1.00		0.27	1.00		0.26
Lane Grp Cap(c), veh/h	463	419	400	360	353	344	332	0	485	455	0	524
V/C Ratio(X)	0.50	0.71	0.72	0.31	0.52	0.54	0.22	0.00	0.57	0.30	0.00	0.82
Avail Cap(c_a), veh/h	605	588	561	392	412	401	391	0	827	476	0	828
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	21.4	21.5	16.6	21.9	22.0	14.7	0.0	19.2	13.6	0.0	20.1
Incr Delay (d2), s/veh	0.8	2.2	2.6	0.5	1.2	1.3	0.3	0.0	1.1	0.4	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.8	3.8	1.1	2.3	2.3	0.7	0.0	3.3	1.2	0.0	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.7	23.6	24.0	17.1	23.1	23.3	15.0	0.0	20.3	13.9	0.0	23.8
LnGrp LOS	B	C	C	B	C	C	B	A	C	B	A	C
Approach Vol, veh/h	815			480			352			567		
Approach Delay, s/veh	21.8			21.8			19.2			21.4		
Approach LOS	C			C			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	19.3	9.0	22.7	12.2	17.0	10.3	21.4				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	20.0	7.0	28.0	13.0	14.0	7.0	28.0				
Max Q Clear Time (g_c+I1), s	4.8	11.4	3.7	15.5	8.0	7.8	5.2	10.1				
Green Ext Time (p_c), s	0.0	2.4	0.0	2.2	0.3	1.1	0.1	1.5				
Intersection Summary												
HCM 6th Ctrl Delay	21.3											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
284: Ford Road & SR 334

Existing PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	400	91	114	484	139	204	332	69	142	164	141
Future Volume (veh/h)	239	400	91	114	484	139	204	332	69	142	164	141
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	260	435	99	124	526	151	222	361	75	154	178	153
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	389	823	186	403	663	189	384	414	86	317	251	216
Arrive On Green	0.13	0.28	0.28	0.09	0.24	0.24	0.10	0.27	0.27	0.09	0.27	0.27
Sat Flow, veh/h	1795	2903	655	1795	2749	786	1795	1514	315	1795	936	804
Grp Volume(v), veh/h	260	267	267	124	342	335	222	0	436	154	0	331
Grp Sat Flow(s),veh/h/ln	1795	1791	1767	1795	1791	1744	1795	0	1829	1795	0	1740
Q Serve(g_s), s	7.3	8.8	8.9	3.5	12.5	12.6	6.2	0.0	15.9	4.2	0.0	12.0
Cycle Q Clear(g_c), s	7.3	8.8	8.9	3.5	12.5	12.6	6.2	0.0	15.9	4.2	0.0	12.0
Prop In Lane	1.00		0.37	1.00		0.45	1.00		0.17	1.00		0.46
Lane Grp Cap(c), veh/h	389	508	501	403	432	421	384	0	500	317	0	467
V/C Ratio(X)	0.67	0.53	0.53	0.31	0.79	0.80	0.58	0.00	0.87	0.49	0.00	0.71
Avail Cap(c_a), veh/h	431	639	631	419	537	523	384	0	601	326	0	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	21.1	21.2	17.1	24.9	25.0	17.2	0.0	24.3	17.6	0.0	23.1
Incr Delay (d2), s/veh	3.4	0.8	0.9	0.4	6.4	6.8	2.1	0.0	11.6	1.1	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.6	3.6	1.4	5.8	5.7	2.6	0.0	8.0	1.7	0.0	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	22.0	22.1	17.5	31.3	31.8	19.4	0.0	35.9	18.7	0.0	26.2
LnGrp LOS	C	C	C	B	C	C	B	A	D	B	A	C
Approach Vol, veh/h	794			801			658			485		
Approach Delay, s/veh	21.6			29.4			30.3			23.9		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	24.9	11.0	23.8	13.3	21.9	10.6	24.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	25.0	7.0	23.0	11.0	21.0	7.0	23.0				
Max Q Clear Time (g_c+I1), s	5.5	10.9	8.2	14.0	9.3	14.6	6.2	17.9				
Green Ext Time (p_c), s	0.0	2.8	0.0	1.3	0.1	2.2	0.0	1.2				
Intersection Summary												
HCM 6th Ctrl Delay	26.4											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary 284: Ford Road & SR 334

Future AM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	1176	153	102	646	108	75	206	72	126	294	103
Future Volume (veh/h)	214	1176	153	102	646	108	75	206	72	126	294	103
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	233	1278	166	111	702	117	82	224	78	137	320	112
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	368	1040	882	163	1006	852	158	243	85	184	248	87
Arrive On Green	0.08	0.55	0.55	0.06	0.53	0.53	0.05	0.18	0.18	0.06	0.19	0.19
Sat Flow, veh/h	1795	1885	1598	1795	1885	1598	1795	1336	465	1795	1334	467
Grp Volume(v), veh/h	233	1278	166	111	702	117	82	0	302	137	0	432
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1795	1885	1598	1795	0	1801	1795	0	1801
Q Serve(g_s), s	6.9	66.0	6.2	3.2	33.1	4.4	4.4	0.0	19.7	7.0	0.0	22.2
Cycle Q Clear(g_c), s	6.9	66.0	6.2	3.2	33.1	4.4	4.4	0.0	19.7	7.0	0.0	22.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.26	1.00		0.26
Lane Grp Cap(c), veh/h	368	1040	882	163	1006	852	158	0	328	184	0	335
V/C Ratio(X)	0.63	1.23	0.19	0.68	0.70	0.14	0.52	0.00	0.92	0.74	0.00	1.29
Avail Cap(c_a), veh/h	383	1040	882	165	1006	852	165	0	331	184	0	335
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	26.8	13.4	27.7	20.7	14.0	38.5	0.0	48.1	40.3	0.0	48.7
Incr Delay (d2), s/veh	3.2	111.3	0.1	10.7	2.1	0.1	2.6	0.0	30.0	15.1	0.0	151.5
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	8.0	60.0	2.2	2.1	14.7	1.6	2.0	0.0	11.5	4.1	0.0	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.7	138.1	13.5	38.4	22.9	14.1	41.1	0.0	78.1	55.4	0.0	200.2
LnGrp LOS	C	F	B	D	C	B	D	A	E	E	A	F
Approach Vol, veh/h	1677			930			384			569		
Approach Delay, s/veh	109.5			23.6			70.2			165.4		
Approach LOS	F			C			E			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.8	71.0	10.5	27.2	13.0	68.8	11.0	26.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	7.0	66.0	7.0	22.0	10.0	63.0	7.0	22.0				
Max Q Clear Time (g_c+I1), s	15.2	68.0	6.4	24.2	8.9	35.1	9.0	21.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	5.9	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	91.7
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary 284: Ford Road & SR 334

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1110	97	114	1109	293	209	351	69	142	202	141
Future Volume (veh/h)	239	1110	97	114	1109	293	209	351	69	142	202	141
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	260	1207	105	124	1205	318	227	382	75	154	220	153
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	180	1023	867	163	1005	852	195	293	58	165	181	126
Arrive On Green	0.07	0.54	0.54	0.06	0.53	0.53	0.08	0.19	0.19	0.06	0.17	0.17
Sat Flow, veh/h	1795	1885	1598	1795	1885	1598	1795	1531	301	1795	1035	720
Grp Volume(v), veh/h	260	1207	105	124	1205	318	227	0	457	154	0	373
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1795	1885	1598	1795	0	1831	1795	0	1756
Q Serve(g_s), s	8.0	65.1	3.9	4.1	64.0	13.9	9.0	0.0	23.0	7.0	0.0	21.0
Cycle Q Clear(g_c), s	8.0	65.1	3.9	4.1	64.0	13.9	9.0	0.0	23.0	7.0	0.0	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.41
Lane Grp Cap(c), veh/h	180	1023	867	163	1005	852	195	0	351	165	0	307
V/C Ratio(X)	1.45	1.18	0.12	0.76	1.20	0.37	1.17	0.00	1.30	0.93	0.00	1.21
Avail Cap(c_a), veh/h	180	1023	867	165	1005	852	195	0	351	165	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.6	27.4	13.4	30.5	28.0	16.3	42.4	0.0	48.5	43.3	0.0	49.5
Incr Delay (d2), s/veh	229.5	91.2	0.1	18.3	99.1	0.3	116.4	0.0	155.3	51.2	0.0	122.5
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	4.1	53.5	1.4	2.7	55.0	5.1	7.7	0.0	25.6	3.5	0.0	19.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	268.2	118.7	13.5	48.8	127.1	16.6	158.8	0.0	203.8	94.6	0.0	172.0
LnGrp LOS	F	F	B	D	F	B	F	A	F	F	A	F
Approach Vol, veh/h	1572					1647		684		527		
Approach Delay, s/veh	136.4					99.8		188.9		149.4		
Approach LOS	F					F		F		F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.9	70.1	13.0	26.0	12.0	69.0	11.0	28.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	75.0	65.0	9.0	21.0	8.0	64.0	7.0	23.0				
Max Q Clear Time (g_c+I1), s	110.1	67.1	11.0	23.0	10.0	66.0	9.0	25.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			132.4									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	1176	153	102	646	108	75	206	72	126	294	103
Future Volume (veh/h)	214	1176	153	102	646	108	75	206	72	126	294	103
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	233	1278	166	111	702	117	82	224	78	137	320	112
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	425	1331	172	223	1398	747	204	305	106	299	316	111
Arrive On Green	0.10	0.42	0.42	0.07	0.39	0.39	0.07	0.23	0.23	0.08	0.24	0.24
Sat Flow, veh/h	1795	3190	412	1795	3582	1598	1795	1336	465	1795	1334	467
Grp Volume(v), veh/h	233	715	729	111	702	117	82	0	302	137	0	432
Grp Sat Flow(s),veh/h/ln	1795	1791	1811	1795	1791	1598	1795	0	1801	1795	0	1801
Q Serve(g_s), s	6.7	34.3	34.8	3.1	13.2	3.7	3.0	0.0	13.8	5.1	0.0	21.0
Cycle Q Clear(g_c), s	6.7	34.3	34.8	3.1	13.2	3.7	3.0	0.0	13.8	5.1	0.0	21.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.26	1.00		0.26
Lane Grp Cap(c), veh/h	425	747	756	223	1398	747	204	0	411	299	0	427
V/C Ratio(X)	0.55	0.96	0.97	0.50	0.50	0.16	0.40	0.00	0.73	0.46	0.00	1.01
Avail Cap(c_a), veh/h	528	748	756	232	1398	747	223	0	427	302	0	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	25.0	25.2	20.2	20.5	13.6	25.3	0.0	31.7	24.3	0.0	33.8
Incr Delay (d2), s/veh	1.1	22.7	24.4	1.7	0.3	0.1	1.3	0.0	6.2	1.1	0.0	46.5
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	2.7	18.4	19.1	1.3	5.3	1.3	1.3	0.0	6.5	2.2	0.0	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	47.7	49.5	21.9	20.8	13.6	26.5	0.0	37.9	25.4	0.0	80.3
LnGrp LOS	B	D	D	C	C	B	C	A	D	C	A	F
Approach Vol, veh/h	1677					930		384		569		
Approach Delay, s/veh	44.1					20.0		35.5		67.1		
Approach LOS	D					C		D		E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.5	42.0	10.1	26.0	12.9	39.6	10.8	25.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	40.5	37.0	7.0	21.0	14.0	30.0	7.0	21.0				
Max Q Clear Time (g_c+I), s	15.1	36.8	5.0	23.0	8.7	15.2	7.1	15.8				
Green Ext Time (p_c), s	0.0	0.2	0.0	0.0	0.3	4.6	0.0	0.8				
Intersection Summary												
HCM 6th Ctrl Delay			40.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1110	97	114	1109	293	209	351	69	142	202	141
Future Volume (veh/h)	239	1110	97	114	1109	293	209	351	69	142	202	141
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	260	1207	105	124	1205	318	227	382	75	154	220	153
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	280	1326	115	239	1331	719	272	378	74	222	244	170
Arrive On Green	0.10	0.40	0.40	0.07	0.37	0.37	0.09	0.25	0.25	0.08	0.24	0.24
Sat Flow, veh/h	1795	3334	290	1795	3582	1598	1795	1531	301	1795	1035	720
Grp Volume(v), veh/h	260	647	665	124	1205	318	227	0	457	154	0	373
Grp Sat Flow(s),veh/h/ln	1795	1791	1833	1795	1791	1598	1795	0	1831	1795	0	1756
Q Serve(g_s), s	7.9	30.4	30.5	3.7	28.4	12.2	8.0	0.0	22.0	5.7	0.0	18.4
Cycle Q Clear(g_c), s	7.9	30.4	30.5	3.7	28.4	12.2	8.0	0.0	22.0	5.7	0.0	18.4
Prop In Lane	1.00		0.16	1.00		1.00	1.00		0.16	1.00		0.41
Lane Grp Cap(c), veh/h	280	712	729	239	1331	719	272	0	452	222	0	414
V/C Ratio(X)	0.93	0.91	0.91	0.52	0.91	0.44	0.83	0.00	1.01	0.69	0.00	0.90
Avail Cap(c_a), veh/h	280	723	740	245	1366	735	272	0	452	222	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	25.3	25.4	20.4	26.5	16.8	26.6	0.0	33.6	25.4	0.0	33.1
Incr Delay (d2), s/veh	35.0	15.3	15.4	1.8	8.7	0.4	19.6	0.0	45.1	9.0	0.0	22.4
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	5.8	15.2	15.7	1.6	13.1	4.3	5.1	0.0	15.1	2.9	0.0	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	40.6	40.8	22.2	35.2	17.2	46.3	0.0	78.7	34.4	0.0	55.5
LnGrp LOS	E	D	D	C	D	B	D	A	F	C	A	E
Approach Vol, veh/h	1572			1647			684			527		
Approach Delay, s/veh	43.1			30.8			67.9			49.3		
Approach LOS	D			C			E			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	40.7	40.4	12.0	26.0	13.0	38.1	11.0	27.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	36.0	36.0	8.0	21.0	9.0	34.0	7.0	22.0				
Max Q Clear Time (g_c+I), s	32.5	32.5	10.0	20.4	9.9	30.4	7.7	24.0				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.2	0.0	2.7	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	458	0	4	413	7	3	11	2	2	0	3
Future Vol, veh/h	42	458	0	4	413	7	3	11	2	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	46	498	0	4	449	8	3	12	2	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	498	0	0	1053	1055	498	1058	1051	453
Stage 1	-	-	-	-	-	-	590	590	-	461	461	-
Stage 2	-	-	-	-	-	-	463	465	-	597	590	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1099	-	-	1061	-	-	203	225	570	202	226	605
Stage 1	-	-	-	-	-	-	492	493	-	579	564	-
Stage 2	-	-	-	-	-	-	577	561	-	488	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1099	-	-	1061	-	-	192	211	570	183	212	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	211	-	183	212	-
Stage 1	-	-	-	-	-	-	463	464	-	545	561	-
Stage 2	-	-	-	-	-	-	571	558	-	446	464	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			22.3			16.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	225	1099	-	-	1061	-	-	315				
HCM Lane V/C Ratio	0.077	0.042	-	-	0.004	-	-	0.017				
HCM Control Delay (s)	22.3	8.4	0	-	8.4	0	-	16.6				
HCM Lane LOS	C	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	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	58	525	6	8	672	12	11	13	8	2	0	10
Future Vol, veh/h	58	525	6	8	672	12	11	13	8	2	0	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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	63	571	7	9	730	13	12	14	9	2	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	743	0	0	578	0	0	1461	1462	575	1467	1459	737
Stage 1	-	-	-	-	-	-	701	701	-	755	755	-
Stage 2	-	-	-	-	-	-	760	761	-	712	704	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	869	-	-	1001	-	-	107	129	519	106	130	420
Stage 1	-	-	-	-	-	-	431	442	-	402	418	-
Stage 2	-	-	-	-	-	-	400	415	-	425	441	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	869	-	-	1001	-	-	95	114	519	86	114	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	114	-	86	114	-
Stage 1	-	-	-	-	-	-	385	395	-	359	412	-
Stage 2	-	-	-	-	-	-	384	409	-	360	394	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			42.5			19.9		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	130	869	-	-	1001	-	-	255				
HCM Lane V/C Ratio	0.268	0.073	-	-	0.009	-	-	0.051				
HCM Control Delay (s)	42.5	9.5	0	-	8.6	0	-	19.9				
HCM Lane LOS	E	A	A	-	A	A	-	C				
HCM 95th %tile Q(veh)	1	0.2	-	-	0	-	-	0.2				

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	42	458	0	4	413	7	3	11	2	2	0	3
Future Vol, veh/h	42	458	0	4	413	7	3	11	2	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	46	498	0	4	449	8	3	12	2	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	457	0	0	498	0	0	1053	1055	498	1058	1051	453
Stage 1	-	-	-	-	-	-	590	590	-	461	461	-
Stage 2	-	-	-	-	-	-	463	465	-	597	590	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	1099	-	-	1061	-	-	203	225	570	202	226	605
Stage 1	-	-	-	-	-	-	492	493	-	579	564	-
Stage 2	-	-	-	-	-	-	577	561	-	488	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1099	-	-	1061	-	-	192	211	570	183	212	605
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	211	-	183	212	-
Stage 1	-	-	-	-	-	-	463	464	-	545	561	-
Stage 2	-	-	-	-	-	-	571	558	-	446	464	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.1			21.9			16.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	192	234	1099	-	-	1061	-	-	183	605		
HCM Lane V/C Ratio	0.017	0.06	0.042	-	-	0.004	-	-	0.012	0.005		
HCM Control Delay (s)	24.1	21.4	8.4	0	-	8.4	0	-	24.9	11		
HCM Lane LOS	C	C	A	A	-	A	A	-	C	B		
HCM 95th %tile Q(veh)	0.1	0.2	0.1	-	-	0	-	-	0	0		

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	58	525	6	8	672	12	11	13	8	2	0	10
Future Vol, veh/h	58	525	6	8	672	12	11	13	8	2	0	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	-	-	-	-	-	-	100	-	-	100	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	63	571	7	9	730	13	12	14	9	2	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	743	0	0	578	0	0	1461	1462	575	1467	1459	737
Stage 1	-	-	-	-	-	-	701	701	-	755	755	-
Stage 2	-	-	-	-	-	-	760	761	-	712	704	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	869	-	-	1001	-	-	107	129	519	106	130	420
Stage 1	-	-	-	-	-	-	431	442	-	402	418	-
Stage 2	-	-	-	-	-	-	400	415	-	425	441	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	869	-	-	1001	-	-	95	114	519	86	114	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	114	-	86	114	-
Stage 1	-	-	-	-	-	-	385	395	-	359	412	-
Stage 2	-	-	-	-	-	-	384	409	-	360	394	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0.1			36.8			19.5		
HCM LOS							E			C		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	95	162	869	-	-	1001	-	-	86	420		
HCM Lane V/C Ratio	0.126	0.141	0.073	-	-	0.009	-	-	0.025	0.026		
HCM Control Delay (s)	48.3	30.8	9.5	0	-	8.6	0	-	47.9	13.8		
HCM Lane LOS	E	D	A	A	-	A	A	-	E	B		
HCM 95th %tile Q(veh)	0.4	0.5	0.2	-	-	0	-	-	0.1	0.1		

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	1247	0	11	828	7	3	11	25	2	0	3
Future Vol, veh/h	47	1247	0	11	828	7	3	11	25	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	1355	0	12	900	8	3	12	27	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	908	0	0	1355	0	0	2387	2389	1355	2405	2385	904
Stage 1	-	-	-	-	-	-	1457	1457	-	928	928	-
Stage 2	-	-	-	-	-	-	930	932	-	1477	1457	-
Critical Hdwy	4.13	-	-	4.13	-	-	7.13	6.53	6.23	7.13	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.227	-	-	2.227	-	-	3.527	4.027	3.327	3.527	4.027	3.327
Pot Cap-1 Maneuver	746	-	-	504	-	-	23	34	182	23	34	334
Stage 1	-	-	-	-	-	-	160	193	-	320	345	-
Stage 2	-	-	-	-	-	-	319	344	-	156	193	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	746	-	-	504	-	-	17	23	182	9	23	334
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	23	-	9	23	-
Stage 1	-	-	-	-	-	-	116	140	-	231	328	-
Stage 2	-	-	-	-	-	-	301	327	-	88	140	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0.2			219.9			215.8		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	49	746	-	-	504	-	-	22				
HCM Lane V/C Ratio	0.865	0.068	-	-	0.024	-	-	0.247				
HCM Control Delay (s)	219.9	10.2	0	-	12.3	0	-	215.8				
HCM Lane LOS	F	B	A	-	B	A	-	F				
HCM 95th %tile Q(veh)	3.6	0.2	-	-	0.1	-	-	0.7				

Intersection												
Int Delay, s/veh	221.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	68	1225	6	32	1451	12	11	15	19	2	0	10
Future Vol, veh/h	68	1225	6	32	1451	12	11	15	19	2	0	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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	74	1332	7	35	1577	13	12	16	21	2	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1590	0	0	1339	0	0	3143	3144	1336	3156	3141	1584
Stage 1	-	-	-	-	-	-	1484	1484	-	1654	1654	-
Stage 2	-	-	-	-	-	-	1659	1660	-	1502	1487	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	415	-	-	518	-	-	~ 7	~ 11	189	6	11	134
Stage 1	-	-	-	-	-	-	156	189	-	125	156	-
Stage 2	-	-	-	-	-	-	124	155	-	153	189	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	415	-	-	518	-	-	~ 2	~ 1	189	-	1	134
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	~ 1	-	-	1	-
Stage 1	-	-	-	-	-	-	47	57	-	38	64	-
Stage 2	-	-	-	-	-	-	47	64	-	29	57	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.3			\$ 13986.6					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	2	415	-	-	518	-	-	-				
HCM Lane V/C Ratio	24.457	0.178	-	-	0.067	-	-	-				
HCM Control Delay (s)	\$ 13986.6	15.5	0	-	12.4	0	-	-				
HCM Lane LOS	F	C	A	-	B	A	-	-				
HCM 95th %tile Q(veh)	8.1	0.6	-	-	0.2	-	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Vol, veh/h	47	1247	0	11	828	7	3	11	25	2	0	3
Future Vol, veh/h	47	1247	0	11	828	7	3	11	25	2	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	51	1355	0	12	900	8	3	12	27	2	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	908	0	0	1355	0	0	1931	2389	678	1714	2385	454
Stage 1	-	-	-	-	-	-	1457	1457	-	928	928	-
Stage 2	-	-	-	-	-	-	474	932	-	786	1457	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.56	6.56	6.96	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.56	5.56	-	6.56	5.56	-
Follow-up Hdwy	2.23	-	-	2.23	-	-	3.53	4.03	3.33	3.53	4.03	3.33
Pot Cap-1 Maneuver	739	-	-	498	-	-	39	33	392	58	33	550
Stage 1	-	-	-	-	-	-	135	191	-	286	343	-
Stage 2	-	-	-	-	-	-	538	341	-	349	191	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	739	-	-	498	-	-	29	23	392	25	23	550
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	23	-	25	23	-
Stage 1	-	-	-	-	-	-	97	138	-	206	326	-
Stage 2	-	-	-	-	-	-	509	324	-	214	138	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.5			121.3			71.9		
HCM LOS							F			F		
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	29	66	739	-	-	498	-	-	25	550		
HCM Lane V/C Ratio	0.112	0.593	0.069	-	-	0.024	-	-	0.087	0.006		
HCM Control Delay (s)	144.3	119.4	10.2	1.3	-	12.4	0.3	-	162.3	11.6		
HCM Lane LOS	F	F	B	A	-	B	A	-	F	B		
HCM 95th %tile Q(veh)	0.3	2.5	0.2	-	-	0.1	-	-	0.3	0		

Intersection												
Int Delay, s/veh	146.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔		↔	↔	
Traffic Vol, veh/h	68	1225	6	32	1451	12	11	15	19	2	0	10
Future Vol, veh/h	68	1225	6	32	1451	12	11	15	19	2	0	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	-	-	-	-	-	-	100	-	-	100	-	-
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	74	1332	7	35	1577	13	12	16	21	2	0	11
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1590	0	0	1339	0	0	2343	3144	670	2476	3141	795
Stage 1	-	-	-	-	-	-	1484	1484	-	1654	1654	-
Stage 2	-	-	-	-	-	-	859	1660	-	822	1487	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	414	-	-	516	-	-	20	~ 11	402	15	11	333
Stage 1	-	-	-	-	-	-	132	189	-	103	156	-
Stage 2	-	-	-	-	-	-	320	155	-	336	188	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	414	-	-	516	-	-	~ 5	~ 1	402	-	1	333
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	~ 1	-	-	1	-
Stage 1	-	-	-	-	-	-	40	57	-	31	64	-
Stage 2	-	-	-	-	-	-	127	64	-	69	57	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	5.4			3.7			\$ 8985.3					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1 NBLn2		EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2		
Capacity (veh/h)	5 2		414	-	-	516	-	-	-	-	333	
HCM Lane V/C Ratio	2.391 18.478		0.179	-	-	0.067	-	-	-	-	0.033	
HCM Control Delay (s)	\$ 197 \$ 11254.2		15.6	4.9	-	12.5	3.5	-	-	-	16.2	
HCM Lane LOS	F F		C	A	-	B	A	-	-	-	C	
HCM 95th %tile Q(veh)	2.6 6.5		0.6	-	-	0.2	-	-	-	-	0.1	
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			

Intersection	
Intersection Delay, s/veh	15.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	26	33	387	0	0	0	282	38	2	2	121	61
Future Vol, veh/h	26	33	387	0	0	0	282	38	2	2	121	61
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
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	28	36	421	0	0	0	307	41	2	2	132	66
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.8	16	11.3
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	88%	6%	1%
Vol Thru, %	12%	7%	66%
Vol Right, %	1%	87%	33%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	322	446	184
LT Vol	282	26	2
Through Vol	38	33	121
RT Vol	2	387	61
Lane Flow Rate	350	485	200
Geometry Grp	1	1	1
Degree of Util (X)	0.562	0.673	0.315
Departure Headway (Hd)	5.777	4.998	5.671
Convergence, Y/N	Yes	Yes	Yes
Cap	623	722	632
Service Time	3.824	3.045	3.725
HCM Lane V/C Ratio	0.562	0.672	0.316
HCM Control Delay	16	17.8	11.3
HCM Lane LOS	C	C	B
HCM 95th-tile Q	3.5	5.2	1.3

Intersection	
Intersection Delay, s/veh	53.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕						↕			↕	
Traffic Vol, veh/h	54	41	354	0	0	0	517	78	6	11	94	79
Future Vol, veh/h	54	41	354	0	0	0	517	78	6	11	94	79
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
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	59	45	385	0	0	0	562	85	7	12	102	86
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	27.1	86	12.9
HCM LOS	D	F	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	86%	12%	6%
Vol Thru, %	13%	9%	51%
Vol Right, %	1%	79%	43%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	601	449	184
LT Vol	517	54	11
Through Vol	78	41	94
RT Vol	6	354	79
Lane Flow Rate	653	488	200
Geometry Grp	1	1	1
Degree of Util (X)	1.086	0.781	0.347
Departure Headway (Hd)	5.985	5.999	6.471
Convergence, Y/N	Yes	Yes	Yes
Cap	608	605	560
Service Time	4.032	3.999	4.471
HCM Lane V/C Ratio	1.074	0.807	0.357
HCM Control Delay	86	27.1	12.9
HCM Lane LOS	F	D	B
HCM 95th-tile Q	19.1	7.4	1.5

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Existing AM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	33	387	0	0	0	282	38	2	2	121	61
Future Volume (veh/h)	26	33	387	0	0	0	282	38	2	2	121	61
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	28	36	421				307	41	2	2	132	66
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4				4	4	4	4	4	4
Cap, veh/h	36	46	542				628	74	3	97	459	227
Arrive On Green	0.39	0.39	0.39				0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	92	118	1378				1136	186	8	4	1160	573
Grp Volume(v), veh/h	485	0	0				350	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	1588	0	0				1329	0	0	1736	0	0
Q Serve(g_s), s	10.1	0.0	0.0				4.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.1	0.0	0.0				7.3	0.0	0.0	3.0	0.0	0.0
Prop In Lane	0.06		0.87				0.88		0.01	0.01		0.33
Lane Grp Cap(c), veh/h	625	0	0				704	0	0	783	0	0
V/C Ratio(X)	0.78	0.00	0.00				0.50	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	922	0	0				1187	0	0	1468	0	0
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.0	0.0	0.0				8.9	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0				0.5	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0				1.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	0.0				9.4	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	B	A	A				A	A	A	A	A	A
Approach Vol, veh/h		485						350			200	
Approach Delay, s/veh		12.6						9.4			8.0	
Approach LOS		B						A			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		19.0		18.9		19.0						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		30.0		22.0		30.0						
Max Q Clear Time (g_c+I1), s		9.3		12.1		5.0						
Green Ext Time (p_c), s		2.4		2.4		1.2						
Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Existing PM - Mit
04/20/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔						↔			↔	
Traffic Volume (veh/h)	54	41	354	0	0	0	517	78	6	11	94	79
Future Volume (veh/h)	54	41	354	0	0	0	517	78	6	11	94	79
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1885	1885	1885				1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	59	45	385				562	85	7	12	102	86
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1				1	1	1	1	1	1
Cap, veh/h	60	46	393				747	94	8	93	526	412
Arrive On Green	0.30	0.30	0.30				0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	198	151	1293				1139	172	14	38	966	757
Grp Volume(v), veh/h	489	0	0				654	0	0	200	0	0
Grp Sat Flow(s),veh/h/ln	1642	0	0				1326	0	0	1761	0	0
Q Serve(g_s), s	15.5	0.0	0.0				19.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.5	0.0	0.0				22.9	0.0	0.0	3.1	0.0	0.0
Prop In Lane	0.12		0.79				0.86		0.01	0.06		0.43
Lane Grp Cap(c), veh/h	499	0	0				849	0	0	1031	0	0
V/C Ratio(X)	0.98	0.00	0.00				0.77	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	499	0	0				1025	0	0	1269	0	0
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.2	0.0	0.0				10.2	0.0	0.0	6.2	0.0	0.0
Incr Delay (d2), s/veh	35.1	0.0	0.0				3.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	0.0	0.0				5.3	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	0.0				13.2	0.0	0.0	6.3	0.0	0.0
LnGrp LOS	D	A	A				B	A	A	A	A	A
Approach Vol, veh/h		489						654			200	
Approach Delay, s/veh		53.2						13.2			6.3	
Approach LOS		D						B			A	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		32.7		20.0		32.7						
Change Period (Y+Rc), s		4.0		4.0		4.0						
Max Green Setting (Gmax), s		36.0		16.0		36.0						
Max Q Clear Time (g_c+I1), s		24.9		17.5		5.1						
Green Ext Time (p_c), s		3.8		0.0		1.2						
Intersection Summary												
HCM 6th Ctrl Delay			26.7									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Future AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	33	1199	0	0	0	703	38	2	2	135	61
Future Volume (veh/h)	26	33	1199	0	0	0	703	38	2	2	135	61
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	28	36	1303				764	41	2	2	147	66
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4				4	4	4	4	4	4
Cap, veh/h	11	14	524				695	34	2	32	710	315
Arrive On Green	0.35	0.35	0.35				0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	32	41	1496				1091	59	3	3	1217	541
Grp Volume(v), veh/h	1367	0	0				807	0	0	215	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	0				1153	0	0	1761	0	0
Q Serve(g_s), s	42.0	0.0	0.0				63.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	42.0	0.0	0.0				70.0	0.0	0.0	7.0	0.0	0.0
Prop In Lane	0.02		0.95				0.95		0.00	0.01		0.31
Lane Grp Cap(c), veh/h	549	0	0				731	0	0	1057	0	0
V/C Ratio(X)	2.49	0.00	0.00				1.10	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	549	0	0				731	0	0	1057	0	0
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	39.0	0.0	0.0				28.3	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	675.1	0.0	0.0				65.5	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	118.9	0.0	0.0				35.3	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	714.1	0.0	0.0				93.8	0.0	0.0	12.0	0.0	0.0
LnGrp LOS	F	A	A				F	A	A	B	A	A
Approach Vol, veh/h		1367						807			215	
Approach Delay, s/veh		714.1						93.8			12.0	
Approach LOS		F						F			B	
Timer - Assigned Phs		2		4			6					
Phs Duration (G+Y+Rc), s		74.0		46.0			74.0					
Change Period (Y+Rc), s		4.0		4.0			4.0					
Max Green Setting (Gmax), s		70.0		42.0			70.0					
Max Q Clear Time (g_c+I1), s		72.0		44.0			9.0					
Green Ext Time (p_c), s		0.0		0.0			1.4					
Intersection Summary												
HCM 6th Ctrl Delay			441.4									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Future PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	41	1066	0	0	0	1311	78	6	11	153	88
Future Volume (veh/h)	54	41	1066	0	0	0	1311	78	6	11	153	88
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1885	1885	1885				1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	59	45	1159				1425	85	7	12	166	96
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1				1	1	1	1	1	1
Cap, veh/h	32	24	630				0	644	53	104	419	232
Arrive On Green	0.43	0.43	0.43				0.00	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	75	58	1482				0	1718	141	27	1118	618
Grp Volume(v), veh/h	1263	0	0				0	0	92	274	0	0
Grp Sat Flow(s),veh/h/ln	1615	0	0				0	0	1860	1762	0	0
Q Serve(g_s), s	17.0	0.0	0.0				0.0	0.0	1.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.0	0.0	0.0				0.0	0.0	1.3	4.6	0.0	0.0
Prop In Lane	0.05		0.92				0.00		0.08	0.04		0.35
Lane Grp Cap(c), veh/h	686	0	0				0	0	697	755	0	0
V/C Ratio(X)	1.84	0.00	0.00				0.00	0.00	0.13	0.36	0.00	0.00
Avail Cap(c_a), veh/h	686	0	0				0	0	1627	798	0	0
HCM Platoon Ratio	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				0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.5	0.0	0.0				0.0	0.0	8.2	9.2	0.0	0.0
Incr Delay (d2), s/veh	383.9	0.0	0.0				0.0	0.0	0.1	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
%ile BackOfQ(50%),veh/ln	77.3	0.0	0.0				0.0	0.0	0.4	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	395.4	0.0	0.0				0.0	0.0	8.3	9.5	0.0	0.0
LnGrp LOS	F	A	A				A	A	A	A	A	A
Approach Vol, veh/h		1263						92			274	
Approach Delay, s/veh		395.4						8.3			9.5	
Approach LOS		F						A			A	
Timer - Assigned Phs		2		4	5	6						
Phs Duration (G+Y+Rc), s		19.0		21.0	0.0	19.0						
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0						
Max Green Setting (Gmax), s		35.0		17.0	15.0	16.0						
Max Q Clear Time (g_c+I1), s		3.3		19.0	0.0	6.6						
Green Ext Time (p_c), s		0.5		0.0	0.0	1.1						
Intersection Summary												
HCM 6th Ctrl Delay			308.6									
HCM 6th LOS			F									

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Future AM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	33	1199	0	0	0	703	38	2	2	135	61
Future Volume (veh/h)	26	33	1199	0	0	0	703	38	2	2	135	61
Initial Q (Qb), veh	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
Parking Bus, Adj	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	
Adj Sat Flow, veh/h/ln	1841	1841	1841				1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	0	0	1357				795	0	0	2	147	66
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4				4	4	4	4	4	4
Cap, veh/h	0	684	2009				955	501	0	3	211	95
Arrive On Green	0.00	0.00	0.37				0.27	0.00	0.00	0.18	0.18	0.18
Sat Flow, veh/h	0	1841	3120				3506	1841	0	16	1192	535
Grp Volume(v), veh/h	0	0	1357				795	0	0	215	0	0
Grp Sat Flow(s),veh/h/ln	0	1841	1560				1753	1841	0	1744	0	0
Q Serve(g_s), s	0.0	0.0	23.0				17.9	0.0	0.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	23.0				17.9	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.00		1.00				1.00		0.00	0.01		0.31
Lane Grp Cap(c), veh/h	0	684	2009				955	501	0	309	0	0
V/C Ratio(X)	0.00	0.00	0.68				0.83	0.00	0.00	0.70	0.00	0.00
Avail Cap(c_a), veh/h	0	898	2372				1544	811	0	353	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	9.4				28.8	0.0	0.0	32.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6				2.2	0.0	0.0	5.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	14.0				7.5	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.0				31.0	0.0	0.0	37.4	0.0	0.0
LnGrp LOS	A	A	B				C	A	A	D	A	A
Approach Vol, veh/h		1357						795			215	
Approach Delay, s/veh		10.0						31.0			37.4	
Approach LOS		B						C			D	
Timer - Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.9		36.2		19.9						
Change Period (Y+Rc), s		5.0		5.0		5.0						
Max Green Setting (Gmax), s		37.0		41.0		17.0						
Max Q Clear Time (g_c+I1), s		19.9		25.0		11.7						
Green Ext Time (p_c), s		2.9		6.2		0.5						
Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									
Notes												
User approved volume balancing among the lanes for turning movement.												

HCM 6th Signalized Intersection Summary
286: 1st Street & Oak Street

Future PM - Mit
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	41	1066	0	0	0	1311	78	6	11	153	88
Future Volume (veh/h)	54	41	1066	0	0	0	1311	78	6	11	153	88
Initial Q (Qb), veh	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
Parking Bus, Adj	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		
Adj Sat Flow, veh/h/ln	1885	1885	1885				1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	0	0	1252				1492	0	0	12	166	96
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1				1	1	1	1	1	1
Cap, veh/h	0	472	2247				1625	853	0	12	159	92
Arrive On Green	0.00	0.00	0.25				0.45	0.00	0.00	0.15	0.15	0.15
Sat Flow, veh/h	0	1885	3195				3591	1885	0	78	1072	620
Grp Volume(v), veh/h	0	0	1252				1492	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	0	1885	1598				1795	1885	0	1770	0	0
Q Serve(g_s), s	0.0	0.0	19.3				39.3	0.0	0.0	15.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	19.3				39.3	0.0	0.0	15.0	0.0	0.0
Prop In Lane	0.00		1.00				1.00		0.00	0.04		0.35
Lane Grp Cap(c), veh/h	0	472	2247				1625	853	0	263	0	0
V/C Ratio(X)	0.00	0.00	0.56				0.92	0.00	0.00	1.04	0.00	0.00
Avail Cap(c_a), veh/h	0	559	2395				1776	932	0	263	0	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00				1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	7.3				25.9	0.0	0.0	43.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3				7.7	0.0	0.0	67.3	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
%ile BackOfQ(50%),veh/ln	0.0	0.0	15.8				17.7	0.0	0.0	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	7.6				33.6	0.0	0.0	110.4	0.0	0.0
LnGrp LOS	A	A	A				C	A	A	F	A	A
Approach Vol, veh/h	1252						1492			274		
Approach Delay, s/veh	7.6						33.6			110.4		
Approach LOS	A						C			F		
Timer - Assigned Phs	2			4			6					
Phs Duration (G+Y+Rc), s	50.8			30.3			20.0					
Change Period (Y+Rc), s	5.0			5.0			5.0					
Max Green Setting (Gmax), s	50.0			30.0			15.0					
Max Q Clear Time (g_c+I1), s	41.3			21.3			17.0					
Green Ext Time (p_c), s	4.4			4.0			0.0					
Intersection Summary												
HCM 6th Ctrl Delay	29.8											
HCM 6th LOS	C											
Notes												

Intersection						
Int Delay, s/veh	15.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	112	21	330	494	0
Future Vol, veh/h	2	112	21	330	494	0
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, %	4	4	4	4	4	4
Mvmt Flow	2	122	23	359	537	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	382	0	-	0	329	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1166	-	-	-	661	833
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1166	-	-	-	660	833
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		29.8		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1166	-	-	-	660	
HCM Lane V/C Ratio	0.002	-	-	-	0.814	
HCM Control Delay (s)	8.1	0	-	-	29.8	
HCM Lane LOS	A	A	-	-	D	
HCM 95th %tile Q(veh)	0	-	-	-	8.4	

Intersection						
Int Delay, s/veh	21.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	117	136	604	409	3
Future Vol, veh/h	2	117	136	604	409	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	2	127	148	657	445	3
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	805	0	-	0	608	477
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	131	-
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	819	-	-	-	459	588
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	458	588
Mov Cap-2 Maneuver	-	-	-	-	458	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		66.3		
HCM LOS				F		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	819	-	-	-	459	
HCM Lane V/C Ratio	0.003	-	-	-	0.976	
HCM Control Delay (s)	9.4	0	-	-	66.3	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0	-	-	-	12.3	

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	112	21	330	494	0
Future Vol, veh/h	2	112	21	330	494	0
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, %	4	4	4	4	4	4
Mvmt Flow	2	122	23	359	537	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	382	0	-	0	149	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1166	-	-	-	838	1048
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1166	-	-	-	836	1048
Mov Cap-2 Maneuver	-	-	-	-	836	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.1	0		16.7		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1166	-	-	-	836	
HCM Lane V/C Ratio	0.002	-	-	-	0.642	
HCM Control Delay (s)	8.1	0	-	-	16.7	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	4.8	

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	117	136	604	409	3
Future Vol, veh/h	2	117	136	604	409	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	2	127	148	657	445	3
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	805	0	-	0	279	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	131	-
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	819	-	-	-	711	899
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	819	-	-	-	709	899
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	895	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		18.3		
HCM LOS				C		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	819	-	-	-	710	
HCM Lane V/C Ratio	0.003	-	-	-	0.631	
HCM Control Delay (s)	9.4	0	-	-	18.3	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	4.5	

Intersection												
Int Delay, s/veh	475.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	112	0	462	17	735	4	178	69	1315	0	0
Future Vol, veh/h	2	112	0	462	17	735	4	178	69	1315	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, %	4	4	4	4	4	4	4	4	4	4	4	4
Mvmt Flow	2	122	0	502	18	799	4	193	75	1429	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	817	0	0	122	0	0	1548	1947	122	1682	1548	418
Stage 1	-	-	-	-	-	-	126	126	-	1422	1422	-
Stage 2	-	-	-	-	-	-	1422	1821	-	260	126	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.14	6.54	6.24	7.14	6.54	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.54	-	6.14	5.54	-
Follow-up Hdwy	2.236	-	-	2.236	-	-	3.536	4.036	3.336	3.536	4.036	3.336
Pot Cap-1 Maneuver	802	-	-	1453	-	-	92	~ 64	924	~ 74	113	631
Stage 1	-	-	-	-	-	-	873	788	-	~ 167	200	-
Stage 2	-	-	-	-	-	-	167	~ 127	-	~ 740	788	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	802	-	-	1453	-	-	35	~ 16	924	-	27	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	~ 16	-	-	27	-
Stage 1	-	-	-	-	-	-	870	786	-	~ 166	49	-
Stage 2	-	-	-	-	-	-	41	~ 31	-	~ 511	786	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			3.3			\$ 5471.4					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	22	802	-	-	1453	-	-	-				
HCM Lane V/C Ratio	12.401	0.003	-	-	0.346	-	-	-				
HCM Control Delay (s)	\$ 5471.4	9.5	0	-	8.8	0	-	-				
HCM Lane LOS	F	A	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	34.3	0	-	-	1.6	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s				+: Computation Not Defined				*: All major volume in platoon		

Intersection												
Int Delay, s/veh	984.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	117	0	173	81	1347	55	491	302	1180	0	3
Future Vol, veh/h	2	117	0	173	81	1347	55	491	302	1180	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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	2	127	0	188	88	1464	60	534	328	1283	0	3
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1552	0	0	127	0	0	1329	2059	127	1758	1327	820
Stage 1	-	-	-	-	-	-	131	131	-	1196	1196	-
Stage 2	-	-	-	-	-	-	1198	1928	-	562	131	-
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	427	-	-	1459	-	-	132	~ 55	923	~ 66	155	375
Stage 1	-	-	-	-	-	-	873	788	-	~ 227	259	-
Stage 2	-	-	-	-	-	-	227	~ 113	-	~ 512	788	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	427	-	-	1459	-	-	130	~ 55	923	-	154	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	~ 55	-	-	154	-
Stage 1	-	-	-	-	-	-	869	784	-	~ 226	259	-
Stage 2	-	-	-	-	-	-	225	~ 113	-	~ 105	784	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.8			\$ 4354.1					
HCM LOS							F			-		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	88	427	-	-	1459	-	-	-				
HCM Lane V/C Ratio	10.474	0.005	-	-	0.129	-	-	-				
HCM Control Delay (s)	\$ 4354.1	13.5	0	-	7.8	0	-	-				
HCM Lane LOS	F	B	A	-	A	A	-	-				
HCM 95th %tile Q(veh)	107.4	0	-	-	0.4	-	-	-				
Notes												
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

HCM 6th Signalized Intersection Summary
287: SR 334/Sycamore Road & 1st Street

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	112	0	462	17	735	4	178	69	1315	0	0
Future Volume (veh/h)	2	112	0	462	17	735	4	178	69	1315	0	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	2	122	0	502	18	799	4	193	75	1429	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	31	227	0	510	583	2013	32	178	68	1417	1104	0
Arrive On Green	0.13	0.13	0.00	0.15	0.32	0.32	0.14	0.14	0.14	0.42	0.00	0.00
Sat Flow, veh/h	8	1818	0	3401	1841	2745	9	1260	483	3401	1841	0
Grp Volume(v), veh/h	124	0	0	502	18	799	272	0	0	1429	0	0
Grp Sat Flow(s),veh/h/ln	1826	0	0	1700	1841	1373	1751	0	0	1700	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	17.7	0.8	13.1	5.7	0.0	0.0	50.0	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	17.7	0.8	13.1	17.0	0.0	0.0	50.0	0.0	0.0
Prop In Lane	0.02		0.00	1.00		1.00	0.01		0.28	1.00		0.00
Lane Grp Cap(c), veh/h	259	0	0	510	583	2013	279	0	0	1417	1104	0
V/C Ratio(X)	0.48	0.00	0.00	0.98	0.03	0.40	0.98	0.00	0.00	1.01	0.00	0.00
Avail Cap(c_a), veh/h	259	0	0	510	583	2013	279	0	0	1417	1104	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.3	0.0	0.0	50.9	28.3	6.0	52.2	0.0	0.0	35.0	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	35.6	0.0	0.1	47.3	0.0	0.0	26.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	0.0	10.0	0.4	3.4	11.9	0.0	0.0	25.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	0.0	0.0	86.5	28.3	6.1	99.6	0.0	0.0	61.0	0.0	0.0
LnGrp LOS	D	A	A	F	C	A	F	A	A	F	A	A
Approach Vol, veh/h	124			1319			272			1429		
Approach Delay, s/veh	50.6			37.0			99.6			61.0		
Approach LOS	D			D			F			E		
Timer - Assigned Phs	1	2	3	4	6			8				
Phs Duration (G+Y+Rc), s	5.0	22.0	23.0	20.0	77.0			43.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0			5.0				
Max Green Setting (Gmax), s	50.0	17.0	18.0	15.0	72.0			38.0				
Max Q Clear Time (g_c+5.0), s	50.0	19.0	19.7	9.6	0.0			15.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0			3.7				
Intersection Summary												
HCM 6th Ctrl Delay			53.9									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
287: SR 334/Sycamore Road & 1st Street

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	117	0	173	81	1347	55	491	302	1180	0	3
Future Volume (veh/h)	2	117	0	173	81	1347	55	491	302	1180	0	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	127	0	188	88	1464	60	534	328	1283	0	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	195	0	357	458	1453	61	385	231	953	0	1088
Arrive On Green	0.11	0.11	0.00	0.10	0.24	0.24	0.38	0.38	0.38	0.28	0.00	0.69
Sat Flow, veh/h	8	1826	0	3456	1870	2790	91	1023	615	3456	0	1585
Grp Volume(v), veh/h	129	0	0	188	88	1464	922	0	0	1283	0	3
Grp Sat Flow(s),veh/h/ln	1834	0	0	1728	1870	1395	1730	0	0	1728	0	1585
Q Serve(g_s), s	0.0	0.0	0.0	7.5	5.4	35.5	44.3	0.0	0.0	40.0	0.0	0.1
Cycle Q Clear(g_c), s	9.6	0.0	0.0	7.5	5.4	35.5	54.5	0.0	0.0	40.0	0.0	0.1
Prop In Lane	0.02		0.00	1.00		1.00	0.07		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	221	0	0	357	458	1453	677	0	0	953	0	1088
V/C Ratio(X)	0.58	0.00	0.00	0.53	0.19	1.01	1.36	0.00	0.00	1.35	0.00	0.00
Avail Cap(c_a), veh/h	221	0	0	357	458	1453	677	0	0	953	0	1088
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.1	0.0	0.0	61.6	43.4	34.8	46.2	0.0	0.0	52.5	0.0	7.2
Incr Delay (d2), s/veh	3.8	0.0	0.0	1.4	0.2	25.5	172.6	0.0	0.0	162.7	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	4.8	0.0	0.0	3.4	2.6	30.0	57.2	0.0	0.0	38.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	0.0	0.0	63.1	43.6	60.3	218.8	0.0	0.0	215.2	0.0	7.2
LnGrp LOS	E	A	A	E	D	F	F	A	A	F	A	A
Approach Vol, veh/h	129			1740			922			1286		
Approach Delay, s/veh	66.0			59.7			218.8			214.7		
Approach LOS	E			E			F			F		
Timer - Assigned Phs	1	2	3	4	6		8					
Phs Duration (G+Y+Rc), s	45.0	59.5	20.0	20.5	104.5		40.5					
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0		5.0					
Max Green Setting (Gmax), s	40.0	54.5	15.0	15.5	99.5		35.5					
Max Q Clear Time (g_c+Rc), s	42.0	56.5	9.5	11.6	2.1		37.5					
Green Ext Time (p_c), s	0.0	0.0	0.3	0.2	0.0		0.0					

Intersection Summary

HCM 6th Ctrl Delay	144.8
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
288: Zionsville Road & SR 334/Sycamore Road

Existing AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	253	295	331	247	12	143	39	69	45	131	1
Future Volume (veh/h)	1	253	295	331	247	12	143	39	69	45	131	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	275	321	360	268	13	155	42	75	49	142	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	443	542	521	850	41	456	139	249	451	355	2
Arrive On Green	0.24	0.24	0.24	0.18	0.48	0.48	0.10	0.23	0.23	0.06	0.19	0.19
Sat Flow, veh/h	1	1868	1585	1781	1769	86	1781	602	1075	1781	1855	13
Grp Volume(v), veh/h	276	0	321	360	0	281	155	0	117	49	0	143
Grp Sat Flow(s),veh/h/ln	1869	0	1585	1781	0	1855	1781	0	1677	1781	0	1868
Q Serve(g_s), s	0.0	0.0	10.4	8.7	0.0	5.8	4.1	0.0	3.6	1.3	0.0	4.2
Cycle Q Clear(g_c), s	8.2	0.0	10.4	8.7	0.0	5.8	4.1	0.0	3.6	1.3	0.0	4.2
Prop In Lane	0.00		1.00	1.00		0.05	1.00		0.64	1.00		0.01
Lane Grp Cap(c), veh/h	502	0	542	521	0	891	456	0	388	451	0	357
V/C Ratio(X)	0.55	0.00	0.59	0.69	0.00	0.32	0.34	0.00	0.30	0.11	0.00	0.40
Avail Cap(c_a), veh/h	835	0	825	629	0	1336	526	0	388	536	0	359
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	21.3	0.0	17.0	13.4	0.0	9.9	16.8	0.0	19.8	17.8	0.0	22.1
Incr Delay (d2), s/veh	0.9	0.0	1.0	2.5	0.0	0.2	0.4	0.0	0.4	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.6	3.4	0.0	2.1	1.6	0.0	1.4	0.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	0.0	18.0	15.9	0.0	10.1	17.2	0.0	20.3	17.9	0.0	22.9
LnGrp LOS	C	A	B	B	A	B	B	A	C	B	A	C
Approach Vol, veh/h		597			641			272			192	
Approach Delay, s/veh		20.0			13.4			18.5			21.6	
Approach LOS		B			B			B			C	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	15.2	19.8	10.5	16.9		35.0	8.0	19.5				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0		5.0	4.0	5.0				
Max Green Setting (Gmax), s	15.0	26.0	9.0	12.0		45.0	7.0	14.0				
Max Q Clear Time (g_c+I1), s	10.7	12.4	6.1	6.2		7.8	3.3	5.6				
Green Ext Time (p_c), s	0.5	2.4	0.1	0.3		1.8	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			17.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
288: Zionsville Road & SR 334/Sycamore Road

Existing PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	295	220	107	393	62	344	202	302	58	66	10
Future Volume (veh/h)	10	295	220	107	393	62	344	202	302	58	66	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	11	321	239	116	427	67	374	220	328	63	72	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	60	406	633	314	589	92	714	246	367	283	409	63
Arrive On Green	0.22	0.22	0.22	0.09	0.37	0.37	0.18	0.36	0.36	0.07	0.26	0.26
Sat Flow, veh/h	23	1837	1598	1795	1591	250	1795	683	1019	1795	1597	244
Grp Volume(v), veh/h	332	0	239	116	0	494	374	0	548	63	0	83
Grp Sat Flow(s),veh/h/ln	1861	0	1598	1795	0	1840	1795	0	1702	1795	0	1841
Q Serve(g_s), s	2.1	0.0	7.3	3.1	0.0	15.8	9.7	0.0	20.7	1.7	0.0	2.4
Cycle Q Clear(g_c), s	11.5	0.0	7.3	3.1	0.0	15.8	9.7	0.0	20.7	1.7	0.0	2.4
Prop In Lane	0.03		1.00	1.00		0.14	1.00		0.60	1.00		0.13
Lane Grp Cap(c), veh/h	465	0	633	314	0	682	714	0	613	283	0	472
V/C Ratio(X)	0.71	0.00	0.38	0.37	0.00	0.72	0.52	0.00	0.89	0.22	0.00	0.18
Avail Cap(c_a), veh/h	597	0	748	335	0	849	767	0	710	338	0	580
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	25.2	0.0	14.6	17.4	0.0	18.5	12.7	0.0	20.6	17.5	0.0	19.8
Incr Delay (d2), s/veh	2.9	0.0	0.4	0.7	0.0	2.3	0.6	0.0	12.6	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	2.5	1.2	0.0	6.6	3.6	0.0	9.6	0.7	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	15.0	18.1	0.0	20.8	13.3	0.0	33.2	17.9	0.0	20.0
LnGrp LOS	C	A	B	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		571			610			922			146	
Approach Delay, s/veh		22.6			20.3			25.1			19.0	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	10.2	20.1	16.0	22.0		30.3	8.9	29.1				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5		* 5	4.0	4.5				
Max Green Setting (Gmax), s	7.0	20.0	14.0	21.5		* 32	7.0	28.5				
Max Q Clear Time (g_c+I1), s	5.1	13.5	11.7	4.4		17.8	3.7	22.7				
Green Ext Time (p_c), s	0.0	1.6	0.3	0.3		2.7	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
288: SR 334/Sycamore Road & Zionsville Road

Future AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	468	957	568	701	17	541	39	405	45	131	141
Future Volume (veh/h)	0	468	957	568	701	17	541	39	405	45	131	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	509	1040	617	762	18	588	42	440	49	142	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	424	771	487	958	23	463	48	498	172	99	106
Arrive On Green	0.00	0.23	0.23	0.27	0.53	0.53	0.26	0.34	0.34	0.04	0.12	0.12
Sat Flow, veh/h	0	1870	1585	1781	1820	43	1781	140	1466	1781	823	887
Grp Volume(v), veh/h	0	509	1040	617	0	780	588	0	482	49	0	295
Grp Sat Flow(s),veh/h/ln	0	1870	1585	1781	0	1863	1781	0	1606	1781	0	1711
Q Serve(g_s), s	0.0	34.0	34.0	41.0	0.0	51.2	39.0	0.0	42.5	3.6	0.0	18.0
Cycle Q Clear(g_c), s	0.0	34.0	34.0	41.0	0.0	51.2	39.0	0.0	42.5	3.6	0.0	18.0
Prop In Lane	0.00		1.00	1.00		0.02	1.00		0.91	1.00		0.52
Lane Grp Cap(c), veh/h	0	424	771	487	0	981	463	0	545	172	0	205
V/C Ratio(X)	0.00	1.20	1.35	1.27	0.00	0.80	1.27	0.00	0.88	0.29	0.00	1.44
Avail Cap(c_a), veh/h	0	424	771	487	0	981	463	0	546	182	0	205
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(l)	0.00	1.00	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	0.0	58.0	38.5	54.5	0.0	28.9	55.5	0.0	46.8	54.7	0.0	66.0
Incr Delay (d2), s/veh	0.0	111.0	165.3	135.8	0.0	4.6	137.5	0.0	15.8	0.9	0.0	222.2
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	0.0	29.1	63.2	36.7	0.0	23.8	35.2	0.0	19.4	1.7	0.0	20.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	169.0	203.8	190.3	0.0	33.5	193.0	0.0	62.5	55.6	0.0	288.2
LnGrp LOS	A	F	F	F	A	C	F	A	E	E	A	F
Approach Vol, veh/h		1549			1397			1070			344	
Approach Delay, s/veh		192.3			102.8			134.2			255.1	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	45.0	39.0	43.0	23.0		84.0	10.1	55.9				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0		5.0	4.0	* 5				
Max Green Setting (Gmax), s	41.0	34.0	39.0	18.0		79.0	7.0	* 51				
Max Q Clear Time (g_c+I1), s	43.0	36.0	41.0	20.0		53.2	5.6	44.5				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		6.3	0.0	1.8				
Intersection Summary												
HCM 6th Ctrl Delay			154.3									
HCM 6th LOS			F									
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
288: SR 334/Sycamore Road & Zionsville Road

Future PM
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	633	638	342	711	76	918	202	700	58	66	76
Future Volume (veh/h)	10	633	638	342	711	76	918	202	700	58	66	76
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	1870	1870	1885	1885	1870	1870	1870	1885	1870	1885
Adj Flow Rate, veh/h	11	688	638	342	773	83	918	202	700	63	66	83
Peak Hour Factor	0.92	0.92	1.00	1.00	0.92	0.92	1.00	1.00	1.00	0.92	1.00	0.92
Percent Heavy Veh, %	1	1	2	2	1	1	2	2	2	1	2	1
Cap, veh/h	26	482	1046	249	837	90	582	135	467	126	63	79
Arrive On Green	0.33	0.33	0.33	0.14	0.50	0.50	0.33	0.37	0.37	0.04	0.08	0.08
Sat Flow, veh/h	6	1445	1585	1781	1673	180	1781	368	1274	1795	753	947
Grp Volume(v), veh/h	699	0	638	342	0	856	918	0	902	63	0	149
Grp Sat Flow(s),veh/h/ln	1451	0	1585	1781	0	1853	1781	0	1641	1795	0	1700
Q Serve(g_s), s	10.6	0.0	34.4	21.0	0.0	64.4	49.0	0.0	55.0	4.8	0.0	12.5
Cycle Q Clear(g_c), s	50.0	0.0	34.4	21.0	0.0	64.4	49.0	0.0	55.0	4.8	0.0	12.5
Prop In Lane	0.02		1.00	1.00		0.10	1.00		0.78	1.00		0.56
Lane Grp Cap(c), veh/h	508	0	1046	249	0	926	582	0	602	126	0	142
V/C Ratio(X)	1.38	0.00	0.61	1.37	0.00	0.92	1.58	0.00	1.50	0.50	0.00	1.05
Avail Cap(c_a), veh/h	508	0	1046	249	0	933	582	0	602	132	0	142
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	48.6	0.0	14.5	64.5	0.0	34.9	50.5	0.0	47.5	59.8	0.0	68.8
Incr Delay (d2), s/veh	181.1	0.0	1.0	190.5	0.0	14.5	268.1	0.0	233.1	3.1	0.0	90.1
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	45.1	0.0	12.3	22.7	0.0	32.3	65.1	0.0	61.3	2.3	0.0	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	229.8	0.0	15.5	255.0	0.0	49.3	318.6	0.0	280.6	62.9	0.0	158.8
LnGrp LOS	F	A	B	F	A	D	F	A	F	E	A	F
Approach Vol, veh/h		1337			1198			1820			212	
Approach Delay, s/veh		127.5			108.0			299.8			130.3	
Approach LOS		F			F			F			F	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	25.0	55.0	53.0	17.0		80.0	10.5	59.5				
Change Period (Y+Rc), s	4.0	5.0	4.0	4.5		* 5	4.0	* 4.5				
Max Green Setting (Gmax), s	21.0	50.0	49.0	12.5		* 76	7.0	* 55				
Max Q Clear Time (g_c+I1), s	23.0	52.0	51.0	14.5		66.4	6.8	57.0				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		4.2	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			191.2									
HCM 6th LOS			F									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary
288: SR 334/Sycamore Road & Zionsville Road

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	468	957	568	701	17	541	39	405	45	131	141
Future Volume (veh/h)	0	468	957	568	701	17	541	39	405	45	131	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	509	1040	617	762	18	588	42	440	49	142	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	520	1240	576	910	21	576	403	606	442	137	148
Arrive On Green	0.00	0.28	0.28	0.17	0.50	0.50	0.17	0.22	0.22	0.12	0.17	0.17
Sat Flow, veh/h	0	1870	2790	3456	1820	43	3456	1870	1585	1781	823	887
Grp Volume(v), veh/h	0	509	1040	617	0	780	588	42	440	49	0	295
Grp Sat Flow(s),veh/h/ln	0	1870	1395	1728	0	1863	1728	1870	1585	1781	0	1711
Q Serve(g_s), s	0.0	24.3	25.0	15.0	0.0	32.4	15.0	1.6	19.4	1.8	0.0	15.0
Cycle Q Clear(g_c), s	0.0	24.3	25.0	15.0	0.0	32.4	15.0	1.6	19.4	1.8	0.0	15.0
Prop In Lane	0.00		1.00	1.00		0.02	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	0	520	1240	576	0	931	576	403	606	442	0	285
V/C Ratio(X)	0.00	0.98	0.84	1.07	0.00	0.84	1.02	0.10	0.73	0.11	0.00	1.03
Avail Cap(c_a), veh/h	0	520	1240	576	0	931	576	403	606	529	0	285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.2	22.1	37.5	0.0	19.4	37.5	28.3	23.8	23.7	0.0	37.5
Incr Delay (d2), s/veh	0.0	34.2	5.3	58.0	0.0	6.8	42.9	0.1	4.3	0.1	0.0	62.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	10.0	10.8	0.0	14.6	9.6	0.7	8.4	0.8	0.0	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	66.4	27.4	95.5	0.0	26.1	80.4	28.4	28.1	23.8	0.0	100.1
LnGrp LOS	A	E	C	F	A	C	F	C	C	C	A	F
Approach Vol, veh/h	1549			1397			1070			344		
Approach Delay, s/veh	40.2			56.8			56.9			89.2		
Approach LOS	D			E			E			F		
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	30.0	30.0	20.0	20.0		50.0	15.6	24.4				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	15.0	25.0	15.0	15.0		45.0	15.0	15.0				
Max Q Clear Time (g_c+117), s	11.0	27.0	17.0	17.0		34.4	3.8	21.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		4.1	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			53.5									
HCM 6th LOS			D									

HCM 6th Signalized Intersection Summary
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↖	↗	↖	↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	10	633	638	342	711	76	918	202	700	58	66	76
Future Volume (veh/h)	10	633	638	342	711	76	918	202	700	58	66	76
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	11	688	693	372	773	83	998	220	761	63	72	83
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	29	661	1813	418	898	96	912	508	622	274	80	93
Arrive On Green	0.38	0.38	0.38	0.12	0.54	0.54	0.26	0.27	0.27	0.09	0.10	0.10
Sat Flow, veh/h	10	1727	2812	3483	1673	180	3483	1885	1598	1795	799	921
Grp Volume(v), veh/h	699	0	693	372	0	856	998	220	761	63	0	155
Grp Sat Flow(s),veh/h/ln	1738	0	1406	1742	0	1853	1742	1885	1598	1795	0	1719
Q Serve(g_s), s	20.6	0.0	17.3	15.7	0.0	59.3	39.0	14.4	40.1	4.4	0.0	13.3
Cycle Q Clear(g_c), s	57.0	0.0	17.3	15.7	0.0	59.3	39.0	14.4	40.1	4.4	0.0	13.3
Prop In Lane	0.02		1.00	1.00		0.10	1.00		1.00	1.00		0.54
Lane Grp Cap(c), veh/h	690	0	1813	418	0	994	912	508	622	274	0	173
V/C Ratio(X)	1.01	0.00	0.38	0.89	0.00	0.86	1.09	0.43	1.22	0.23	0.00	0.89
Avail Cap(c_a), veh/h	690	0	1813	445	0	1008	912	508	622	288	0	173
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	12.5	64.5	0.0	29.7	54.9	45.0	45.4	50.1	0.0	66.2
Incr Delay (d2), s/veh	37.6	0.0	0.1	18.8	0.0	7.6	58.7	0.6	114.3	0.4	0.0	40.0
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	88.2	0.0	5.4	8.1	0.0	28.0	24.5	6.9	42.5	2.0	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	0.0	12.6	83.3	0.0	37.4	113.6	45.6	159.8	50.5	0.0	106.1
LnGrp LOS	F	A	B	F	A	D	F	D	F	D	A	F
Approach Vol, veh/h		1392			1228			1979			218	
Approach Delay, s/veh		48.4			51.3			123.8			90.1	
Approach LOS		D			D			F			F	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	22.9	62.0	44.0	20.0		84.9	18.9	45.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	19.0	57.0	39.0	15.0		81.0	15.0	39.0				
Max Q Clear Time (g_c+117), s	117.7	59.0	41.0	15.3		61.3	6.4	42.1				
Green Ext Time (p_c), s	0.2	0.0	0.0	0.0		6.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			82.0									
HCM 6th LOS			F									

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	19	47	32	2	40	4	260	43	21	520	11
Future Vol, veh/h	22	19	47	32	2	40	4	260	43	21	520	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	125
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	24	21	51	35	2	43	4	283	47	23	565	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	948	949	565	968	938	307	577	0	0	330	0	0
Stage 1	611	611	-	315	315	-	-	-	-	-	-	-
Stage 2	337	338	-	653	623	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	241	260	524	233	264	733	996	-	-	1229	-	-
Stage 1	481	484	-	696	656	-	-	-	-	-	-	-
Stage 2	677	641	-	456	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	251	524	192	255	733	996	-	-	1229	-	-
Mov Cap-2 Maneuver	220	251	-	192	255	-	-	-	-	-	-	-
Stage 1	479	470	-	693	653	-	-	-	-	-	-	-
Stage 2	632	638	-	382	465	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.8		19.8		0.1		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	996	-	-	220	399	323	1229	-	-
HCM Lane V/C Ratio	0.004	-	-	0.109	0.18	0.249	0.019	-	-
HCM Control Delay (s)	8.6	0	-	23.3	16	19.8	8	0	-
HCM Lane LOS	A	A	-	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	1	0.1	-	-

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	8	10	18	48	19	41	33	510	79	42	326	24
Future Vol, veh/h	8	10	18	48	19	41	33	510	79	42	326	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	125
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	11	20	52	21	45	36	554	86	46	354	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1148	1158	354	1144	1141	597	380	0	0	640	0	0
Stage 1	446	446	-	669	669	-	-	-	-	-	-	-
Stage 2	702	712	-	475	472	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	177	197	692	178	201	505	1184	-	-	949	-	-
Stage 1	593	576	-	449	457	-	-	-	-	-	-	-
Stage 2	430	437	-	572	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	135	176	692	151	179	505	1184	-	-	949	-	-
Mov Cap-2 Maneuver	135	176	-	151	179	-	-	-	-	-	-	-
Stage 1	565	540	-	427	435	-	-	-	-	-	-	-
Stage 2	356	416	-	511	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	40.5	0.4	1
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	135	338	214	949	-	-
HCM Lane V/C Ratio	0.03	-	-	0.064	0.09	0.549	0.048	-	-
HCM Control Delay (s)	8.1	0	-	33.5	16.7	40.5	9	0	-
HCM Lane LOS	A	A	-	D	C	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	2.9	0.2	-	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	19	47	32	2	40	4	260	43	21	520	11
Future Vol, veh/h	22	19	47	32	2	40	4	260	43	21	520	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	-	-	-	-	-	-	0
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	24	21	51	35	2	43	4	283	47	23	565	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	948	949	565	968	938	307	577	0	0	330	0	0
Stage 1	611	611	-	315	315	-	-	-	-	-	-	-
Stage 2	337	338	-	653	623	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	241	260	524	233	264	733	996	-	-	1229	-	-
Stage 1	481	484	-	696	656	-	-	-	-	-	-	-
Stage 2	677	641	-	456	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	251	524	192	255	733	996	-	-	1229	-	-
Mov Cap-2 Maneuver	220	251	-	192	255	-	-	-	-	-	-	-
Stage 1	479	470	-	693	653	-	-	-	-	-	-	-
Stage 2	632	638	-	382	465	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	17.8		18.1		0.1		0.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	996	-	-	220	399	192	673	1229	-	-		
HCM Lane V/C Ratio	0.004	-	-	0.109	0.18	0.181	0.068	0.019	-	-		
HCM Control Delay (s)	8.6	0	-	23.3	16	27.9	10.7	8	0	-		
HCM Lane LOS	A	A	-	C	C	D	B	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0.4	0.6	0.6	0.2	0.1	-	-		

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	10	18	48	19	41	33	510	79	42	326	24
Future Vol, veh/h	8	10	18	48	19	41	33	510	79	42	326	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	-	-	-	-	-	-	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	11	20	52	21	45	36	554	86	46	354	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1148	1158	354	1144	1141	597	380	0	0	640	0	0
Stage 1	446	446	-	669	669	-	-	-	-	-	-	-
Stage 2	702	712	-	475	472	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	177	197	692	178	201	505	1184	-	-	949	-	-
Stage 1	593	576	-	449	457	-	-	-	-	-	-	-
Stage 2	430	437	-	572	561	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	135	176	692	151	179	505	1184	-	-	949	-	-
Mov Cap-2 Maneuver	135	176	-	151	179	-	-	-	-	-	-	-
Stage 1	565	540	-	427	435	-	-	-	-	-	-	-
Stage 2	356	416	-	511	526	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.4	28.8	0.4	1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1184	-	-	135	338	151	320	949	-	-
HCM Lane V/C Ratio	0.03	-	-	0.064	0.09	0.346	0.204	0.048	-	-
HCM Control Delay (s)	8.1	0	-	33.5	16.7	40.9	19.1	9	0	-
HCM Lane LOS	A	A	-	D	C	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	1.4	0.8	0.2	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	19	47	32	2	52	4	277	43	24	521	11
Future Vol, veh/h	22	19	47	32	2	52	4	277	43	24	521	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	-	-	-	-	-	-	0
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	24	21	51	35	2	57	4	301	47	26	566	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	980	974	566	993	963	325	578	0	0	348	0	0
Stage 1	618	618	-	333	333	-	-	-	-	-	-	-
Stage 2	362	356	-	660	630	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	252	524	224	256	716	996	-	-	1211	-	-
Stage 1	477	481	-	681	644	-	-	-	-	-	-	-
Stage 2	657	629	-	452	475	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	204	243	524	184	247	716	996	-	-	1211	-	-
Mov Cap-2 Maneuver	204	243	-	184	247	-	-	-	-	-	-	-
Stage 1	475	466	-	678	641	-	-	-	-	-	-	-
Stage 2	600	626	-	377	460	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	18.4		17.7		0.1		0.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR		
Capacity (veh/h)	996	-	-	204	393	184	669	1211	-	-		
HCM Lane V/C Ratio	0.004	-	-	0.117	0.183	0.189	0.088	0.022	-	-		
HCM Control Delay (s)	8.6	0	-	25	16.2	29.1	10.9	8	0	-		
HCM Lane LOS	A	A	-	D	C	D	B	A	A	-		
HCM 95th %tile Q(veh)	0	-	-	0.4	0.7	0.7	0.3	0.1	-	-		

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	8	10	18	49	19	47	33	528	80	54	358	24
Future Vol, veh/h	8	10	18	49	19	47	33	528	80	54	358	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	100	-	-	-	-	-	-	-	0
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	11	20	53	21	51	36	574	87	59	389	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1233	1240	389	1226	1223	618	415	0	0	661	0	0
Stage 1	507	507	-	690	690	-	-	-	-	-	-	-
Stage 2	726	733	-	536	533	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	154	176	661	156	180	491	1149	-	-	932	-	-
Stage 1	550	541	-	437	448	-	-	-	-	-	-	-
Stage 2	417	428	-	530	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	112	153	661	129	157	491	1149	-	-	932	-	-
Mov Cap-2 Maneuver	112	153	-	129	157	-	-	-	-	-	-	-
Stage 1	523	496	-	415	426	-	-	-	-	-	-	-
Stage 2	338	407	-	461	483	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.1		33.6		0.4		1.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	112	302	129	305	932	-	-
HCM Lane V/C Ratio	0.031	-	-	0.078	0.101	0.413	0.235	0.063	-	-
HCM Control Delay (s)	8.2	0	-	39.8	18.3	51.3	20.4	9.1	0	-
HCM Lane LOS	A	A	-	E	C	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.3	1.8	0.9	0.2	-	-

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Existing AM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	216	0	112	0	134	184	239	504	0
Future Volume (veh/h)	1	0	0	216	0	112	0	134	184	239	504	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	0	0	235	0	122	0	146	200	260	548	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	168	0	0	399	0	276	544	948	803	767	1244	0
Arrive On Green	0.18	0.00	0.00	0.18	0.00	0.18	0.00	0.51	0.51	0.10	0.68	0.00
Sat Flow, veh/h	350	0	0	1654	0	1560	1753	1841	1560	1753	1841	0
Grp Volume(v), veh/h	1	0	0	235	0	122	0	146	200	260	548	0
Grp Sat Flow(s),veh/h/ln	350	0	0	1654	0	1560	1753	1841	1560	1753	1841	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	4.7	0.0	2.8	4.9	4.2	9.3	0.0
Cycle Q Clear(g_c), s	8.7	0.0	0.0	8.7	0.0	4.7	0.0	2.8	4.9	4.2	9.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	168	0	0	399	0	276	544	948	803	767	1244	0
V/C Ratio(X)	0.01	0.00	0.00	0.59	0.00	0.44	0.00	0.15	0.25	0.34	0.44	0.00
Avail Cap(c_a), veh/h	369	0	0	624	0	528	722	948	803	794	1244	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	26.6	0.0	25.0	0.0	8.7	9.2	5.2	5.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	1.1	0.0	0.3	0.7	0.3	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.6	0.0	1.8	0.0	1.1	1.6	1.2	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	0.0	0.0	28.0	0.0	26.1	0.0	9.0	9.9	5.5	6.2	0.0
LnGrp LOS	C	A	A	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h	1				357				346			
Approach Delay, s/veh	30.7				27.3				9.5			
Approach LOS	C				C				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	40.0		17.0	0.0	50.9		17.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	8.0	35.0		23.0	7.0	36.0		23.0				
Max Q Clear Time (g_c+I1), s	6.2	6.9		10.7	0.0	11.3		10.7				
Green Ext Time (p_c), s	0.1	1.5		0.0	0.0	3.8		1.4				
Intersection Summary												
HCM 6th Ctrl Delay	11.9											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Existing PM
04/20/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	228	0	390	0	460	189	173	216	0
Future Volume (veh/h)	1	0	0	228	0	390	0	460	189	173	216	0
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	1	0	0	248	0	424	0	500	205	188	235	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	556	0	0	501	0	459	592	814	690	415	1067	0
Arrive On Green	0.29	0.00	0.00	0.29	0.00	0.29	0.00	0.44	0.44	0.09	0.58	0.00
Sat Flow, veh/h	1581	0	0	1396	0	1560	1753	1841	1560	1753	1841	0
Grp Volume(v), veh/h	1	0	0	248	0	424	0	500	205	188	235	0
Grp Sat Flow(s),veh/h/ln	1581	0	0	1396	0	1560	1753	1841	1560	1753	1841	0
Q Serve(g_s), s	0.0	0.0	0.0	12.0	0.0	20.9	0.0	16.5	6.7	4.2	4.9	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	12.1	0.0	20.9	0.0	16.5	6.7	4.2	4.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	556	0	0	501	0	459	592	814	690	415	1067	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.92	0.00	0.61	0.30	0.45	0.22	0.00
Avail Cap(c_a), veh/h	569	0	0	514	0	473	744	814	690	417	1067	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.7	0.0	0.0	24.0	0.0	27.1	0.0	16.9	14.2	11.7	8.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.8	0.0	23.7	0.0	3.5	1.1	0.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.9	0.0	10.4	0.0	7.2	2.4	1.5	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	24.7	0.0	50.8	0.0	20.4	15.3	12.5	8.5	0.0
LnGrp LOS	B	A	A	C	A	D	A	C	B	B	A	A
Approach Vol, veh/h	1				672				705			
Approach Delay, s/veh	19.7				41.2				18.9			
Approach LOS	B				D				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	40.0		28.3	0.0	50.9		28.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0		24.0	7.0	35.0		24.0				
Max Q Clear Time (g_c+I1), s	6.2	18.5		2.0	0.0	6.9		22.9				
Green Ext Time (p_c), s	0.0	3.7		0.0	0.0	1.4		0.4				
Intersection Summary												
HCM 6th Ctrl Delay	25.2											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Future AM
04/20/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	1	0	0	228	0	422	0	378	223	868	706	0	
Future Volume (veh/h)	1	0	0	228	0	422	0	378	223	868	706	0	
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	1841	1841	1841	1841	1870	1841	1870	1841	1870	1870	1870	
Adj Flow Rate, veh/h	1	0	0	248	0	422	0	378	242	868	706	0	
Peak Hour Factor	1.00	0.92	0.92	0.92	0.92	1.00	0.92	1.00	0.92	1.00	1.00	1.00	
Percent Heavy Veh, %	2	4	4	4	4	2	4	2	4	2	2	2	
Cap, veh/h	51	0	0	327	0	245	515	1443	1203	768	1443	0	
Arrive On Green	0.16	0.00	0.00	0.16	0.00	0.16	0.00	0.77	0.77	0.77	0.77	0.00	
Sat Flow, veh/h	0	0	0	1395	0	1560	1753	1870	1560	1005	1870	0	
Grp Volume(v), veh/h	1	0	0	248	0	422	0	378	242	868	706	0	
Grp Sat Flow(s),veh/h/ln	0	0	0	1395	0	1560	1753	1870	1560	1005	1870	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	22.0	0.0	8.1	5.9	99.9	19.4	0.0	
Cycle Q Clear(g_c), s	22.0	0.0	0.0	19.4	0.0	22.0	0.0	8.1	5.9	108.0	19.4	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00	
Lane Grp Cap(c), veh/h	51	0	0	327	0	245	515	1443	1203	768	1443	0	
V/C Ratio(X)	0.02	0.00	0.00	0.76	0.00	1.72	0.00	0.26	0.20	1.13	0.49	0.00	
Avail Cap(c_a), veh/h	51	0	0	327	0	245	601	1576	1315	768	1443	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	70.0	0.0	0.0	57.9	0.0	59.0	0.0	4.6	4.3	23.4	5.9	0.0	
Incr Delay (d2), s/veh	0.1	0.0	0.0	9.9	0.0	341.3	0.0	0.1	0.1	74.3	0.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.5	0.0	31.9	0.0	2.9	1.7	42.9	6.9	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	70.1	0.0	0.0	67.8	0.0	400.3	0.0	4.7	4.4	97.7	6.1	0.0	
LnGrp LOS	E	A	A	E	A	F	A	A	A	F	A	A	
Approach Vol, veh/h	1			670				620				1574	
Approach Delay, s/veh	70.1			277.2				4.6				56.7	
Approach LOS	E			F				A				E	
Timer - Assigned Phs	2			4		5	6	8					
Phs Duration (G+Y+Rc), s	113.0			27.0		0.0	113.0	27.0					
Change Period (Y+Rc), s	5.0			5.0		4.0	* 5	5.0					
Max Green Setting (Gmax), s	118.0			22.0		7.0	* 1.1E2	22.0					
Max Q Clear Time (g_c+I1), s	10.1			24.0		0.0	110.0	24.0					
Green Ext Time (p_c), s	3.5			0.0		0.0	0.0	0.0					
Intersection Summary													
HCM 6th Ctrl Delay			97.0										
HCM 6th LOS			F										
Notes													

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Future PM
04/20/2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	1	0	0	266	0	973	0	721	199	513	518	0	
Future Volume (veh/h)	1	0	0	266	0	973	0	721	199	513	518	0	
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	1841	1841	1841	1841	1870	1841	1870	1841	1870	1870	1870	
Adj Flow Rate, veh/h	1	0	0	289	0	973	0	721	216	513	518	0	
Peak Hour Factor	1.00	0.92	0.92	0.92	0.92	1.00	0.92	1.00	0.92	1.00	1.00	1.00	
Percent Heavy Veh, %	2	4	4	4	4	2	4	2	4	2	2	2	
Cap, veh/h	51	0	0	577	0	468	475	1176	981	288	1176	0	
Arrive On Green	0.30	0.00	0.00	0.30	0.00	0.30	0.00	0.63	0.63	0.63	0.63	0.00	
Sat Flow, veh/h	0	0	0	1395	0	1560	1753	1870	1560	598	1870	0	
Grp Volume(v), veh/h	1	0	0	289	0	973	0	721	216	513	518	0	
Grp Sat Flow(s),veh/h/ln	0	0	0	1395	0	1560	1753	1870	1560	598	1870	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	42.0	0.0	32.6	8.4	55.4	19.9	0.0	
Cycle Q Clear(g_c), s	42.0	0.0	0.0	19.3	0.0	42.0	0.0	32.6	8.4	88.0	19.9	0.0	
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00	
Lane Grp Cap(c), veh/h	51	0	0	577	0	468	475	1176	981	288	1176	0	
V/C Ratio(X)	0.02	0.00	0.00	0.50	0.00	2.08	0.00	0.61	0.22	1.78	0.44	0.00	
Avail Cap(c_a), veh/h	51	0	0	577	0	468	562	1309	1092	288	1176	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	
Uniform Delay (d), s/veh	69.9	0.0	0.0	41.1	0.0	49.0	0.0	15.7	11.2	47.3	13.4	0.0	
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	492.9	0.0	0.7	0.1	365.6	0.3	0.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	8.5	0.0	80.3	0.0	13.8	2.9	39.6	8.4	0.0	
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	70.1	0.0	0.0	41.7	0.0	541.9	0.0	16.4	11.3	412.8	13.6	0.0	
LnGrp LOS	E	A	A	D	A	F	A	B	B	F	B	A	
Approach Vol, veh/h	1			1262				937				1031	
Approach Delay, s/veh	70.1			427.4				15.3				212.3	
Approach LOS	E			F				B				F	
Timer - Assigned Phs	2			4		5	6	8					
Phs Duration (G+Y+Rc), s	93.0			47.0		0.0	93.0	47.0					
Change Period (Y+Rc), s	5.0			5.0		4.0	* 5	5.0					
Max Green Setting (Gmax), s	98.0			42.0		7.0	* 88	42.0					
Max Q Clear Time (g_c+I1), s	34.6			44.0		0.0	90.0	44.0					
Green Ext Time (p_c), s	7.3			0.0		0.0	0.0	0.0					
Intersection Summary													
HCM 6th Ctrl Delay			239.1										
HCM 6th LOS			F										
Notes													

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Future AM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (veh/h)	1	0	0	228	0	422	0	378	223	868	706	0
Future Volume (veh/h)	1	0	0	228	0	422	0	378	223	868	706	0
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	1841	1841	1841	1841	1870	1841	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	1	0	0	248	0	422	0	378	242	868	706	0
Peak Hour Factor	1.00	0.92	0.92	0.92	0.92	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Percent Heavy Veh, %	2	4	4	4	4	2	4	2	4	2	2	2
Cap, veh/h	476	0	0	416	0	1453	289	472	394	1022	1158	0
Arrive On Green	0.22	0.00	0.00	0.22	0.00	0.22	0.00	0.25	0.25	0.30	0.62	0.00
Sat Flow, veh/h	1662	0	0	1396	0	2790	1753	1870	1560	3456	1870	0
Grp Volume(v), veh/h	1	0	0	248	0	422	0	378	242	868	706	0
Grp Sat Flow(s),veh/h/ln	1662	0	0	1396	0	1395	1753	1870	1560	1728	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	11.8	0.0	6.0	0.0	13.4	9.7	16.7	16.3	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	11.8	0.0	6.0	0.0	13.4	9.7	16.7	16.3	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	476	0	0	416	0	1453	289	472	394	1022	1158	0
V/C Ratio(X)	0.00	0.00	0.00	0.60	0.00	0.29	0.00	0.80	0.61	0.85	0.61	0.00
Avail Cap(c_a), veh/h	587	0	0	527	0	1675	460	702	586	1273	1206	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	25.8	0.0	9.6	0.0	24.7	23.3	23.4	8.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.1	0.0	4.0	1.6	4.6	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.9	0.0	1.6	0.0	6.1	3.5	7.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.2	0.0	0.0	27.2	0.0	9.7	0.0	28.7	24.9	28.0	9.1	0.0
LnGrp LOS	C	A	A	C	A	A	A	C	C	C	A	A
Approach Vol, veh/h	1			670			620			1574		
Approach Delay, s/veh	21.2			16.1			27.2			19.5		
Approach LOS	C			B			C			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.9	23.3		21.4	0.0	49.2		21.4				
Change Period (Y+Rc), s	5.0	5.5		5.5	5.5	* 5.5		5.5				
Max Green Setting (Gmax), s	26.5	26.5		21.5	7.0	* 46		21.5				
Max Q Clear Time (g_c+11.0), s	11.0	15.4		2.0	0.0	18.3		13.8				
Green Ext Time (p_c), s	2.2	2.5		0.0	0.0	5.5		2.1				

Intersection Summary

HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C

Notes

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

HCM 6th Signalized Intersection Summary
290: Zionsville Road & 106th Street

Future PM - Mit
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑	↔	↔	↔	↔
Traffic Volume (veh/h)	1	0	0	266	0	973	0	721	199	513	518	0
Future Volume (veh/h)	1	0	0	266	0	973	0	721	199	513	518	0
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	1841	1841	1841	1841	1870	1841	1870	1841	1870	1870	1870
Adj Flow Rate, veh/h	1	0	0	289	0	973	0	721	216	513	518	0
Peak Hour Factor	1.00	0.92	0.92	0.92	0.92	1.00	0.92	1.00	0.92	1.00	1.00	1.00
Percent Heavy Veh, %	2	4	4	4	4	2	4	2	4	2	2	2
Cap, veh/h	128	0	0	462	0	1126	444	775	647	808	1201	0
Arrive On Green	0.23	0.00	0.00	0.23	0.00	0.23	0.00	0.41	0.41	0.17	0.64	0.00
Sat Flow, veh/h	199	0	0	1630	0	2790	1753	1870	1560	3456	1870	0
Grp Volume(v), veh/h	1	0	0	289	0	973	0	721	216	513	518	0
Grp Sat Flow(s), veh/h/ln	199	0	0	1630	0	1395	1753	1870	1560	1728	1870	0
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	20.5	0.0	32.3	8.3	6.2	12.1	0.0
Cycle Q Clear(g_c), s	13.5	0.0	0.0	13.3	0.0	20.5	0.0	32.3	8.3	6.2	12.1	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	128	0	0	462	0	1126	444	775	647	808	1201	0
V/C Ratio(X)	0.01	0.00	0.00	0.63	0.00	0.86	0.00	0.93	0.33	0.64	0.43	0.00
Avail Cap(c_a), veh/h	128	0	0	462	0	1126	582	819	683	808	1201	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.1	0.0	0.0	31.0	0.0	24.0	0.0	24.5	17.5	16.6	7.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	7.2	0.0	16.4	0.3	1.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.8	0.0	9.8	0.0	16.9	2.9	2.3	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.1	0.0	0.0	33.6	0.0	31.2	0.0	41.0	17.8	18.2	8.0	0.0
LnGrp LOS	D	A	A	C	A	C	A	D	B	B	A	A
Approach Vol, veh/h	1			1262			937			1031		
Approach Delay, s/veh	37.1			31.8			35.6			13.1		
Approach LOS	D			C			D			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.0	42.0		26.0	0.0	62.0		26.0				
Change Period (Y+Rc), s	5.0	5.5		5.5	5.5	* 5.5		5.5				
Max Green Setting (Gmax), s	15.0	38.5		20.5	7.0	* 47		20.5				
Max Q Clear Time (g_c+I), s	10.2	34.3		15.5	0.0	14.1		22.5				
Green Ext Time (p_c), s	1.2	2.2		0.0	0.0	3.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

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

Intersection

Intersection Delay, s/veh 14.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	272	48	79	282	32	46	3	112	23	7	67
Future Vol, veh/h	42	272	48	79	282	32	46	3	112	23	7	67
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
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	46	296	52	86	307	35	50	3	122	25	8	73
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	16.1	15.3	11.7	10.8
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	29%	100%	0%	100%	0%	24%
Vol Thru, %	2%	0%	85%	0%	90%	7%
Vol Right, %	70%	0%	15%	0%	10%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	161	42	320	79	314	97
LT Vol	46	42	0	79	0	23
Through Vol	3	0	272	0	282	7
RT Vol	112	0	48	0	32	67
Lane Flow Rate	175	46	348	86	341	105
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.296	0.084	0.582	0.157	0.57	0.183
Departure Headway (Hd)	6.08	6.636	6.022	6.589	6.009	6.263
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	588	538	598	543	597	568
Service Time	4.155	4.398	3.783	4.349	3.768	4.35
HCM Lane V/C Ratio	0.298	0.086	0.582	0.158	0.571	0.185
HCM Control Delay	11.7	10	16.9	10.6	16.5	10.8
HCM Lane LOS	B	A	C	B	C	B
HCM 95th-tile Q	1.2	0.3	3.7	0.6	3.6	0.7

Intersection

Intersection Delay, s/veh26.5

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	342	35	48	457	26	46	7	74	31	0	63
Future Vol, veh/h	49	342	35	48	457	26	46	7	74	31	0	63
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	53	372	38	52	497	28	50	8	80	34	0	68
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	21.8	36.3	12.4	11.7
HCM LOS	C	E	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	36%	100%	0%	100%	0%	33%
Vol Thru, %	6%	0%	91%	0%	95%	0%
Vol Right, %	58%	0%	9%	0%	5%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	127	49	377	48	483	94
LT Vol	46	49	0	48	0	31
Through Vol	7	0	342	0	457	0
RT Vol	74	0	35	0	26	63
Lane Flow Rate	138	53	410	52	525	102
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.264	0.102	0.716	0.096	0.885	0.198
Departure Headway (Hd)	6.879	6.867	6.292	6.724	6.177	6.961
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	523	525	578	536	593	516
Service Time	4.906	4.567	3.992	4.424	3.877	4.991
HCM Lane V/C Ratio	0.264	0.101	0.709	0.097	0.885	0.198
HCM Control Delay	12.4	10.3	23.3	10.1	38.9	11.7
HCM Lane LOS	B	B	C	B	E	B
HCM 95th-tile Q	1.1	0.3	5.9	0.3	10.3	0.7

Intersection

Intersection Delay, s/veh 36.3

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	61	439	264	79	1021	32	67	3	112	23	7	67
Future Vol, veh/h	61	439	264	79	1021	32	67	3	112	23	7	67
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
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	66	477	287	86	1110	35	73	3	122	25	8	73
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	197.3	508.5	18.8	16.3
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	100%	0%	100%	0%	24%
Vol Thru, %	2%	0%	62%	0%	97%	7%
Vol Right, %	62%	0%	38%	0%	3%	69%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	61	703	79	1053	97
LT Vol	67	61	0	79	0	23
Through Vol	3	0	439	0	1021	7
RT Vol	112	0	264	0	32	67
Lane Flow Rate	198	66	764	86	1145	105
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.404	0.135	1.397	0.175	2.161	0.226
Departure Headway (Hd)	9.524	8.576	7.786	7.826	7.29	10.304
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	382	421	474	461	515	351
Service Time	7.524	6.276	5.486	5.526	4.99	8.304
HCM Lane V/C Ratio	0.518	0.157	1.612	0.187	2.223	0.299
HCM Control Delay	18.8	12.6	213.3	12.2	545.7	16.3
HCM Lane LOS	C	B	F	B	F	C
HCM 95th-tile Q	1.9	0.5	30.8	0.6	76.9	0.9

Intersection

Intersection Delay, s/veh 336

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	920	76	51	723	26	136	7	74	31	0	63
Future Vol, veh/h	119	920	76	51	723	26	136	7	74	31	0	63
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
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	129	1000	83	55	786	28	148	8	80	34	0	68
Number of Lanes	1	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	462.5	282.5	21.9	16.9
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	63%	100%	0%	100%	0%	33%
Vol Thru, %	3%	0%	92%	0%	97%	0%
Vol Right, %	34%	0%	8%	0%	3%	67%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	119	996	51	749	94
LT Vol	136	119	0	51	0	31
Through Vol	7	0	920	0	723	0
RT Vol	74	0	76	0	26	63
Lane Flow Rate	236	129	1083	55	814	102
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.494	0.27	2.092	0.117	1.599	0.226
Departure Headway (Hd)	9.74	8.259	7.687	8.767	8.224	10.787
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	373	437	487	411	448	335
Service Time	7.74	5.959	5.387	6.467	5.924	8.787
HCM Lane V/C Ratio	0.633	0.295	2.224	0.134	1.817	0.304
HCM Control Delay	21.9	14	516.1	12.6	300.9	16.9
HCM Lane LOS	C	B	F	B	F	C
HCM 95th-tile Q	2.6	1.1	69.2	0.4	39.4	0.9

Intersection				
Intersection Delay, s/veh52.1				
Intersection LOS F				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	830	1231	198	106
Demand Flow Rate, veh/h	896	1330	214	115
Vehicles Circulating, veh/h	129	153	613	1371
Vehicles Exiting, veh/h	1357	674	412	112
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	15.5	86.6	8.9	18.8
Approach LOS	C	F	A	C
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	896	1330	214	115
Cap Entry Lane, veh/h	1210	1180	738	341
Entry HV Adj Factor	0.926	0.926	0.924	0.925
Flow Entry, veh/h	830	1231	198	106
Cap Entry, veh/h	1120	1093	682	315
V/C Ratio	0.741	1.127	0.290	0.337
Control Delay, s/veh	15.5	86.6	8.9	18.8
LOS	C	F	A	C
95th %tile Queue, veh	7	32	1	1

Intersection				
Intersection Delay, s/veh43.1				
Intersection LOS E				
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1212	869	236	102
Demand Flow Rate, veh/h	1297	930	253	109
Vehicles Circulating, veh/h	95	305	1244	1058
Vehicles Exiting, veh/h	1072	1192	148	177
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	54.8	34.0	30.0	11.8
Approach LOS	F	D	D	B
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	1297	930	253	109
Cap Entry Lane, veh/h	1252	1011	388	469
Entry HV Adj Factor	0.934	0.934	0.934	0.936
Flow Entry, veh/h	1212	869	236	102
Cap Entry, veh/h	1170	945	363	439
V/C Ratio	1.036	0.920	0.652	0.232
Control Delay, s/veh	54.8	34.0	30.0	11.8
LOS	F	D	D	B
95th %tile Queue, veh	24	14	4	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	3	6	6	16	1	4	0	60	34	3	117	4
Future Vol, veh/h	3	6	6	16	1	4	0	60	34	3	117	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	3	7	7	17	1	4	0	65	37	3	127	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	221	237	129	226	221	84	131	0	0	102	0	0
Stage 1	135	135	-	84	84	-	-	-	-	-	-	-
Stage 2	86	102	-	142	137	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	739	667	926	734	681	981	1467	-	-	1503	-	-
Stage 1	873	789	-	929	829	-	-	-	-	-	-	-
Stage 2	927	815	-	866	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	734	666	926	722	680	981	1467	-	-	1503	-	-
Mov Cap-2 Maneuver	734	666	-	722	680	-	-	-	-	-	-	-
Stage 1	873	787	-	929	829	-	-	-	-	-	-	-
Stage 2	922	815	-	851	785	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.8		9.9		0		0.2					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1467	-	-	766	758	1503	-	-				
HCM Lane V/C Ratio	-	-	-	0.021	0.03	0.002	-	-				
HCM Control Delay (s)	0	-	-	9.8	9.9	7.4	0	-				
HCM Lane LOS	A	-	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	9	2	26	4	22	2	123	27	5	51	5
Future Vol, veh/h	3	9	2	26	4	22	2	123	27	5	51	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	10	2	28	4	24	2	134	29	5	55	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	235	235	58	227	223	149	60	0	0	163	0	0
Stage 1	68	68	-	153	153	-	-	-	-	-	-	-
Stage 2	167	167	-	74	70	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	724	669	1014	733	679	903	1556	-	-	1428	-	-
Stage 1	947	842	-	854	775	-	-	-	-	-	-	-
Stage 2	840	764	-	940	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	699	666	1014	721	676	903	1556	-	-	1428	-	-
Mov Cap-2 Maneuver	699	666	-	721	676	-	-	-	-	-	-	-
Stage 1	946	839	-	853	774	-	-	-	-	-	-	-
Stage 2	812	763	-	923	838	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.2		9.9			0.1			0.6			
HCM LOS	B		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1556	-	-	708	784	1428	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.021	0.072	0.004	-	-				
HCM Control Delay (s)	7.3	0	-	10.2	9.9	7.5	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

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	3	6	6	16	1	4	0	76	34	3	148	4
Future Vol, veh/h	3	6	6	16	1	4	0	76	34	3	148	4
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	2	0
Mvmt Flow	3	7	7	17	1	4	0	83	37	3	161	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	273	289	163	278	273	102	165	0	0	120	0	0
Stage 1	169	169	-	102	102	-	-	-	-	-	-	-
Stage 2	104	120	-	176	171	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	684	624	887	678	637	959	1426	-	-	1480	-	-
Stage 1	838	763	-	909	815	-	-	-	-	-	-	-
Stage 2	907	800	-	831	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	679	623	887	666	636	959	1426	-	-	1480	-	-
Mov Cap-2 Maneuver	679	623	-	666	636	-	-	-	-	-	-	-
Stage 1	838	761	-	909	815	-	-	-	-	-	-	-
Stage 2	902	800	-	816	759	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	10.1		10.3			0			0.1			
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1426	-	-	721	705	1480	-	-				
HCM Lane V/C Ratio	-	-	-	0.023	0.032	0.002	-	-				
HCM Control Delay (s)	0	-	-	10.1	10.3	7.4	0	-				
HCM Lane LOS	A	-	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	9	2	26	4	22	2	160	27	5	113	5
Future Vol, veh/h	3	9	2	26	4	22	2	160	27	5	113	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	10	2	28	4	24	2	174	29	5	123	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	343	343	126	335	331	189	128	0	0	203	0	0
Stage 1	136	136	-	193	193	-	-	-	-	-	-	-
Stage 2	207	207	-	142	138	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	615	583	930	622	592	858	1470	-	-	1381	-	-
Stage 1	872	788	-	813	745	-	-	-	-	-	-	-
Stage 2	800	734	-	866	786	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	592	580	930	610	588	858	1470	-	-	1381	-	-
Mov Cap-2 Maneuver	592	580	-	610	588	-	-	-	-	-	-	-
Stage 1	870	785	-	811	744	-	-	-	-	-	-	-
Stage 2	772	733	-	850	783	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11		10.7		0.1		0.3					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1470	-	-	616	693	1381	-	-				
HCM Lane V/C Ratio	0.001	-	-	0.025	0.082	0.004	-	-				
HCM Control Delay (s)	7.5	0	-	11	10.7	7.6	0	-				
HCM Lane LOS	A	A	-	B	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-				

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	26	2	15	23	13	4	30	9	24	52	1
Future Vol, veh/h	22	26	2	15	23	13	4	30	9	24	52	1
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	24	28	2	16	25	14	4	33	10	26	57	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.5	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	44%	29%	31%
Vol Thru, %	70%	52%	45%	68%
Vol Right, %	21%	4%	25%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	43	50	51	77
LT Vol	4	22	15	24
Through Vol	30	26	23	52
RT Vol	9	2	13	1
Lane Flow Rate	47	54	55	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.054	0.065	0.064	0.099
Departure Headway (Hd)	4.131	4.318	4.159	4.265
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	818	849	831
Service Time	2.216	2.404	2.246	2.338
HCM Lane V/C Ratio	0.055	0.066	0.065	0.101
HCM Control Delay	7.5	7.7	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	19	2	21	48	21	6	63	9	20	36	18
Future Vol, veh/h	17	19	2	21	48	21	6	63	9	20	36	18
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	21	2	23	52	23	7	68	10	22	39	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.8	7.7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	45%	23%	27%
Vol Thru, %	81%	50%	53%	49%
Vol Right, %	12%	5%	23%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	78	38	90	74
LT Vol	6	17	21	20
Through Vol	63	19	48	36
RT Vol	9	2	21	18
Lane Flow Rate	85	41	98	80
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.051	0.112	0.092
Departure Headway (Hd)	4.15	4.428	4.122	4.115
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	814	855	856
Service Time	2.245	2.428	2.22	2.212
HCM Lane V/C Ratio	0.1	0.05	0.115	0.093
HCM Control Delay	7.7	7.7	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.4	0.3

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	26	2	15	23	13	4	109	9	24	80	1
Future Vol, veh/h	22	26	2	15	23	13	4	109	9	24	80	1
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
Heavy Vehicles, %	5	5	5	5	5	5	5	5	5	5	5	5
Mvmt Flow	24	28	2	16	25	14	4	118	10	26	87	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.9	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	44%	29%	23%
Vol Thru, %	89%	52%	45%	76%
Vol Right, %	7%	4%	25%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	50	51	105
LT Vol	4	22	15	24
Through Vol	109	26	23	80
RT Vol	9	2	13	1
Lane Flow Rate	133	54	55	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.16	0.071	0.07	0.14
Departure Headway (Hd)	4.332	4.675	4.517	4.427
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	768	795	813
Service Time	2.346	2.691	2.533	2.442
HCM Lane V/C Ratio	0.16	0.07	0.069	0.14
HCM Control Delay	8.2	8	7.9	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.2	0.5

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	19	2	21	48	21	6	104	9	20	90	18
Future Vol, veh/h	17	19	2	21	48	21	6	104	9	20	90	18
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	18	21	2	23	52	23	7	113	10	22	98	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8			8.1			8.2			8.2		
HCM LOS	A			A			A			A		

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	45%	23%	16%
Vol Thru, %	87%	50%	53%	70%
Vol Right, %	8%	5%	23%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	119	38	90	128
LT Vol	6	17	21	20
Through Vol	104	19	48	90
RT Vol	9	2	21	18
Lane Flow Rate	129	41	98	139
Geometry Grp	1	1	1	1
Degree of Util (X)	0.156	0.054	0.121	0.167
Departure Headway (Hd)	4.339	4.671	4.454	4.311
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	767	806	833
Service Time	2.356	2.694	2.475	2.328
HCM Lane V/C Ratio	0.156	0.053	0.122	0.167
HCM Control Delay	8.2	8	8.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.4	0.6

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	29	17	240	562	37
Future Vol, veh/h	66	29	17	240	562	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	32	18	261	611	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	928	631	651	0	-	0
Stage 1	631	-	-	-	-	-
Stage 2	297	-	-	-	-	-
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	297	481	935	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	481	935	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.8	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	935	-	330	-	-	
HCM Lane V/C Ratio	0.02	-	0.313	-	-	
HCM Control Delay (s)	8.9	0	20.8	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	26	29	588	311	69
Future Vol, veh/h	45	26	29	588	311	69
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	49	28	32	639	338	75
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1079	376	413	0	-	0
Stage 1	376	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	243	673	1151	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	233	673	1151	-	-	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	20.7	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1151	-	306	-	-	
HCM Lane V/C Ratio	0.027	-	0.252	-	-	
HCM Control Delay (s)	8.2	0	20.7	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1	-	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	29	17	257	563	37
Future Vol, veh/h	66	29	17	257	563	37
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	32	18	279	612	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	947	632	652	0	-	0
Stage 1	632	-	-	-	-	-
Stage 2	315	-	-	-	-	-
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	290	480	935	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	283	480	935	-	-	-
Mov Cap-2 Maneuver	283	-	-	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	21.2	0.6		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	935	-	324	-	-	
HCM Lane V/C Ratio	0.02	-	0.319	-	-	
HCM Control Delay (s)	8.9	0	21.2	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	26	29	607	344	69
Future Vol, veh/h	45	26	29	607	344	69
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	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	49	28	32	660	374	75
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1136	412	449	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	224	642	1117	-	-	-
Stage 1	671	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	642	1117	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	22.4	0.4		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1117	-	283	-	-	
HCM Lane V/C Ratio	0.028	-	0.273	-	-	
HCM Control Delay (s)	8.3	0	22.4	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-	

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	0	0	15	0	9	8	80	51	15	146	5
Future Vol, veh/h	0	0	0	15	0	9	8	80	51	15	146	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	0	10	9	87	55	16	159	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	332	354	162	327	329	115	164	0	0	142	0	0
Stage 1	194	194	-	133	133	-	-	-	-	-	-	-
Stage 2	138	160	-	194	196	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	621	571	883	626	590	937	1414	-	-	1441	-	-
Stage 1	808	740	-	870	786	-	-	-	-	-	-	-
Stage 2	865	766	-	808	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	605	560	883	617	579	937	1414	-	-	1441	-	-
Mov Cap-2 Maneuver	605	560	-	617	579	-	-	-	-	-	-	-
Stage 1	802	731	-	864	780	-	-	-	-	-	-	-
Stage 2	850	761	-	798	730	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		10.3		0.4		0.7					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1414	-	-	-	708	1441	-	-				
HCM Lane V/C Ratio	0.006	-	-	-	0.037	0.011	-	-				
HCM Control Delay (s)	7.6	0	-	0	10.3	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-				

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	58	4	28	10	113	23	19	85	5
Future Vol, veh/h	0	0	0	58	4	28	10	113	23	19	85	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	63	4	30	11	123	25	21	92	5
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	312	307	95	295	297	136	97	0	0	148	0	0
Stage 1	137	137	-	158	158	-	-	-	-	-	-	-
Stage 2	175	170	-	137	139	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	644	610	967	661	618	918	1509	-	-	1446	-	-
Stage 1	871	787	-	849	771	-	-	-	-	-	-	-
Stage 2	832	762	-	871	785	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	609	596	967	650	604	918	1509	-	-	1446	-	-
Mov Cap-2 Maneuver	609	596	-	650	604	-	-	-	-	-	-	-
Stage 1	864	775	-	842	765	-	-	-	-	-	-	-
Stage 2	793	756	-	858	773	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0		10.9			0.5			1.3			
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1509	-	-	-	712	1446	-	-				
HCM Lane V/C Ratio	0.007	-	-	-	0.137	0.014	-	-				
HCM Control Delay (s)	7.4	0	-	0	10.9	7.5	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-	-				

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	17	0	9	8	96	105	15	177	5
Future Vol, veh/h	0	0	0	17	0	9	8	96	105	15	177	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	18	0	10	9	104	114	16	192	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	411	463	195	406	408	161	197	0	0	218	0	0
Stage 1	227	227	-	179	179	-	-	-	-	-	-	-
Stage 2	184	236	-	227	229	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	551	496	846	555	533	884	1376	-	-	1352	-	-
Stage 1	776	716	-	823	751	-	-	-	-	-	-	-
Stage 2	818	710	-	776	715	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	536	486	846	546	522	884	1376	-	-	1352	-	-
Mov Cap-2 Maneuver	536	486	-	546	522	-	-	-	-	-	-	-
Stage 1	770	707	-	816	745	-	-	-	-	-	-	-
Stage 2	802	704	-	766	706	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		11		0.3		0.6					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1376	-	-	-	629	1352	-	-				
HCM Lane V/C Ratio	0.006	-	-	-	0.045	0.012	-	-				
HCM Control Delay (s)	7.6	0	-	0	11	7.7	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-				

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	0	0	68	4	28	10	150	25	19	147	5
Future Vol, veh/h	0	0	0	68	4	28	10	150	25	19	147	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	0	0	74	4	30	11	163	27	21	160	5
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	421	417	163	404	406	177	165	0	0	190	0	0
Stage 1	205	205	-	199	199	-	-	-	-	-	-	-
Stage 2	216	212	-	205	207	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	546	530	887	561	537	871	1426	-	-	1396	-	-
Stage 1	802	736	-	807	740	-	-	-	-	-	-	-
Stage 2	791	731	-	802	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	513	516	887	550	523	871	1426	-	-	1396	-	-
Mov Cap-2 Maneuver	513	516	-	550	523	-	-	-	-	-	-	-
Stage 1	795	723	-	800	733	-	-	-	-	-	-	-
Stage 2	752	724	-	788	722	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		12.1		0.4		0.8					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1426	-	-	-	612	1396	-	-				
HCM Lane V/C Ratio	0.008	-	-	-	0.178	0.015	-	-				
HCM Control Delay (s)	7.5	0	-	0	12.1	7.6	0	-				
HCM Lane LOS	A	A	-	A	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0	-	-				

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	60	1	4	10	4	0	25	10	10	72	4
Future Vol, veh/h	5	60	1	4	10	4	0	25	10	10	72	4
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	65	1	4	11	4	0	27	11	11	78	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	8%	22%	12%
Vol Thru, %	71%	91%	56%	84%
Vol Right, %	29%	2%	22%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	66	18	86
LT Vol	0	5	4	10
Through Vol	25	60	10	72
RT Vol	10	1	4	4
Lane Flow Rate	38	72	20	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.083	0.022	0.107
Departure Headway (Hd)	3.992	4.183	4.129	4.117
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	887	849	856	865
Service Time	2.061	2.249	2.209	2.171
HCM Lane V/C Ratio	0.043	0.085	0.023	0.108
HCM Control Delay	7.2	7.6	7.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	11	22	1	17	78	14	3	47	4	12	28	14
Future Vol, veh/h	11	22	1	17	78	14	3	47	4	12	28	14
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	24	1	18	85	15	3	51	4	13	30	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.8	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	32%	16%	22%
Vol Thru, %	87%	65%	72%	52%
Vol Right, %	7%	3%	13%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	54	34	109	54
LT Vol	3	11	17	12
Through Vol	47	22	78	28
RT Vol	4	1	14	14
Lane Flow Rate	59	37	118	59
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.044	0.134	0.067
Departure Headway (Hd)	4.181	4.242	4.085	4.103
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	843	832	868	859
Service Time	2.273	2.329	2.155	2.196
HCM Lane V/C Ratio	0.07	0.044	0.136	0.069
HCM Control Delay	7.6	7.5	7.8	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.5	0.2

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	48	71	1	7	12	25	0	40	13	25	85	4
Future Vol, veh/h	48	71	1	7	12	25	0	40	13	25	85	4
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
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	77	1	8	13	27	0	43	14	27	92	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.5	7.7	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	40%	16%	22%
Vol Thru, %	75%	59%	27%	75%
Vol Right, %	25%	1%	57%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	120	44	114
LT Vol	0	48	7	25
Through Vol	40	71	12	85
RT Vol	13	1	25	4
Lane Flow Rate	58	130	48	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.162	0.056	0.152
Departure Headway (Hd)	4.334	4.475	4.186	4.429
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	803	858	812
Service Time	2.35	2.488	2.201	2.443
HCM Lane V/C Ratio	0.07	0.162	0.056	0.153
HCM Control Delay	7.7	8.4	7.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.2	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	11	24	1	21	88	42	3	60	5	47	47	14
Future Vol, veh/h	11	24	1	21	88	42	3	60	5	47	47	14
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	12	26	1	23	96	46	3	65	5	51	51	15
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.3	7.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	31%	14%	44%
Vol Thru, %	88%	67%	58%	44%
Vol Right, %	7%	3%	28%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	36	151	108
LT Vol	3	11	21	47
Through Vol	60	24	88	47
RT Vol	5	1	42	14
Lane Flow Rate	74	39	164	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.091	0.05	0.194	0.145
Departure Headway (Hd)	4.454	4.564	4.248	4.45
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	806	786	847	808
Service Time	2.474	2.582	2.261	2.467
HCM Lane V/C Ratio	0.092	0.05	0.194	0.145
HCM Control Delay	7.9	7.8	8.3	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.7	0.5

HCM 6th Signalized Intersection Summary
297: Zionsville Road & 96th Street

Existing AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	239	192	203	179	52	100	311	275	43	567	30
Future Volume (veh/h)	13	239	192	203	179	52	100	311	275	43	567	30
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	14	260	209	221	195	57	109	338	299	47	616	33
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	393	377	474	407	559	574	375	1051	661	411	896	48
Arrive On Green	0.02	0.20	0.20	0.12	0.30	0.30	0.10	0.30	0.30	0.06	0.27	0.27
Sat Flow, veh/h	1753	1841	1560	1753	1841	1560	1753	3497	1560	1753	3376	181
Grp Volume(v), veh/h	14	260	209	221	195	57	109	338	299	47	319	330
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1753	1841	1560	1753	1749	1560	1753	1749	1808
Q Serve(g_s), s	0.4	7.7	6.3	5.4	4.8	1.4	2.5	4.4	8.0	1.1	9.6	9.6
Cycle Q Clear(g_c), s	0.4	7.7	6.3	5.4	4.8	1.4	2.5	4.4	8.0	1.1	9.6	9.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	393	377	474	407	559	574	375	1051	661	411	464	480
V/C Ratio(X)	0.04	0.69	0.44	0.54	0.35	0.10	0.29	0.32	0.45	0.11	0.69	0.69
Avail Cap(c_a), veh/h	560	503	581	430	559	574	410	1851	1018	508	925	957
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	17.5	21.6	16.4	14.7	15.9	12.2	13.5	15.9	12.0	13.6	19.3	19.3
Incr Delay (d2), s/veh	0.0	2.5	0.6	1.3	0.4	0.1	0.4	0.2	0.5	0.1	1.8	1.8
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	0.1	3.3	2.1	2.0	1.9	0.4	0.9	1.6	2.5	0.4	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.6	24.1	17.0	15.9	16.2	12.2	13.9	16.0	12.5	13.7	21.2	21.1
LnGrp LOS	B	C	B	B	B	B	B	B	B	B	C	C
Approach Vol, veh/h	483					473		746		696		
Approach Delay, s/veh	20.8					15.6		14.3		20.6		
Approach LOS	C					B		B		C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.0	17.0	9.8	20.5	5.4	22.8	7.7	22.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	16.0	16.0	7.0	31.0	7.0	17.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s	9.7	9.7	4.5	11.6	2.4	6.8	3.1	10.0				
Green Ext Time (p_c), s	0.0	1.2	0.1	3.9	0.0	0.9	0.0	3.3				

Intersection Summary

HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
297: Zionsville Road & 96th Street

Existing PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	201	118	224	197	42	179	519	379	73	394	28
Future Volume (veh/h)	32	201	118	224	197	42	179	519	379	73	394	28
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	35	218	128	243	214	46	195	564	412	79	428	30
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	403	350	464	438	509	561	461	1064	689	356	929	65
Arrive On Green	0.05	0.19	0.19	0.14	0.28	0.28	0.11	0.30	0.30	0.08	0.28	0.28
Sat Flow, veh/h	1753	1841	1560	1753	1841	1560	1753	3497	1560	1753	3316	232
Grp Volume(v), veh/h	35	218	128	243	214	46	195	564	412	79	225	233
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1753	1841	1560	1753	1749	1560	1753	1749	1799
Q Serve(g_s), s	1.0	6.9	4.0	6.5	6.0	1.2	4.8	8.4	12.7	1.9	6.7	6.8
Cycle Q Clear(g_c), s	1.0	6.9	4.0	6.5	6.0	1.2	4.8	8.4	12.7	1.9	6.7	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	403	350	464	438	509	561	461	1064	689	356	490	504
V/C Ratio(X)	0.09	0.62	0.28	0.56	0.42	0.08	0.42	0.53	0.60	0.22	0.46	0.46
Avail Cap(c_a), veh/h	508	408	513	558	583	624	495	1551	906	405	748	769
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	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	18.6	23.5	17.0	15.9	18.7	13.3	13.8	18.2	13.4	13.8	18.8	18.8
Incr Delay (d2), s/veh	0.1	2.3	0.3	1.1	0.6	0.1	0.6	0.4	0.8	0.3	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	3.0	1.4	2.5	2.4	0.4	1.8	3.2	4.0	0.7	2.6	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.6	25.7	17.3	17.0	19.2	13.4	14.4	18.6	14.2	14.2	19.4	19.5
LnGrp LOS	B	C	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h	381		503			1171			537			
Approach Delay, s/veh	22.3		17.6			16.4			18.7			
Approach LOS	C		B			B			B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	17.0	10.8	22.7	7.2	22.5	9.2	24.2				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	13.0	14.0	8.0	27.0	7.0	20.0	7.0	28.0				
Max Q Clear Time (g_c+I), s	10.5	8.9	6.8	8.8	3.0	8.0	3.9	14.7				
Green Ext Time (p_c), s	0.3	0.8	0.1	2.6	0.0	1.0	0.0	4.6				
Intersection Summary												
HCM 6th Ctrl Delay	18.0											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary 297: Zionsville Road & 96th Street

Future AM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	250	192	215	183	52	100	580	353	43	753	58
Future Volume (veh/h)	27	250	192	215	183	52	100	580	353	43	753	58
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	29	272	209	234	199	57	109	630	384	47	818	63
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	292	314	381	265	406	429	229	1680	891	377	848	719
Arrive On Green	0.04	0.17	0.17	0.09	0.22	0.22	0.07	0.48	0.48	0.05	0.46	0.46
Sat Flow, veh/h	1753	1841	1560	1753	1841	1560	1753	3497	1560	1753	1841	1560
Grp Volume(v), veh/h	29	272	209	234	199	57	109	630	384	47	818	63
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1753	1841	1560	1753	1749	1560	1753	1841	1560
Q Serve(g_s), s	1.2	12.7	10.3	8.0	8.3	2.4	2.7	10.1	12.3	1.2	38.0	2.0
Cycle Q Clear(g_c), s	1.2	12.7	10.3	8.0	8.3	2.4	2.7	10.1	12.3	1.2	38.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	314	381	265	406	429	229	1680	891	377	848	719
V/C Ratio(X)	0.10	0.87	0.55	0.88	0.49	0.13	0.48	0.38	0.43	0.12	0.96	0.09
Avail Cap(c_a), veh/h	361	334	398	265	406	429	239	1680	891	421	856	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	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	28.0	35.6	29.1	29.7	30.0	24.0	19.3	14.5	10.8	11.1	23.1	13.4
Incr Delay (d2), s/veh	0.1	19.9	1.4	27.7	0.9	0.1	1.5	0.1	0.3	0.1	22.4	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	0.5	7.3	3.9	3.2	3.7	0.9	1.1	3.8	4.0	0.4	20.5	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	55.5	30.5	57.4	30.9	24.2	20.8	14.7	11.1	11.2	45.4	13.4
LnGrp LOS	C	E	C	E	C	C	C	B	B	B	D	B
Approach Vol, veh/h	510			490			1123			928		
Approach Delay, s/veh	43.7			42.8			14.0			41.5		
Approach LOS	D			D			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	2.0	20.0	10.5	45.6	7.6	24.5	8.8	47.3				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	16.0	16.0	7.0	41.0	7.0	17.0	7.0	41.0				
Max Q Clear Time (g_c+110), s	14.7	14.7	4.7	40.0	3.2	10.3	3.2	14.3				
Green Ext Time (p_c), s	0.0	0.3	0.0	0.6	0.0	0.7	0.0	6.3				

Intersection Summary

HCM 6th Ctrl Delay	32.0
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary 297: Zionsville Road & 96th Street

Future PM
04/20/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	205	119	269	208	42	180	770	414	73	717	45
Future Volume (veh/h)	52	205	119	269	208	42	180	770	414	73	717	45
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	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	57	223	129	292	226	46	196	837	450	79	779	49
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, %	4	4	4	4	4	4	4	4	4	4	4	4
Cap, veh/h	296	265	350	329	386	434	247	1596	908	322	818	694
Arrive On Green	0.06	0.14	0.14	0.13	0.21	0.21	0.08	0.46	0.46	0.07	0.44	0.44
Sat Flow, veh/h	1753	1841	1560	1753	1841	1560	1753	3497	1560	1753	1841	1560
Grp Volume(v), veh/h	57	223	129	292	226	46	196	837	450	79	779	49
Grp Sat Flow(s),veh/h/ln	1753	1841	1560	1753	1841	1560	1753	1749	1560	1753	1841	1560
Q Serve(g_s), s	2.3	10.3	6.1	11.0	9.7	1.9	5.2	15.0	14.8	2.0	35.7	1.6
Cycle Q Clear(g_c), s	2.3	10.3	6.1	11.0	9.7	1.9	5.2	15.0	14.8	2.0	35.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	265	350	329	386	434	247	1596	908	322	818	694
V/C Ratio(X)	0.19	0.84	0.37	0.89	0.59	0.11	0.79	0.52	0.50	0.25	0.95	0.07
Avail Cap(c_a), veh/h	331	294	374	329	386	434	247	1598	909	343	841	713
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	36.5	28.7	28.5	31.2	23.5	19.6	17.0	10.8	12.2	23.4	13.9
Incr Delay (d2), s/veh	0.3	17.7	0.6	24.1	2.3	0.1	16.3	0.3	0.4	0.4	20.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	2.3	7.2	4.4	0.7	3.0	5.8	4.7	0.8	18.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	54.2	29.4	52.6	33.4	23.6	35.9	17.3	11.2	12.6	43.4	14.0
LnGrp LOS	C	D	C	D	C	C	D	B	B	B	D	B
Approach Vol, veh/h	409			564			1483			907		
Approach Delay, s/veh	42.9			42.5			17.9			39.1		
Approach LOS	D			D			B			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	17.6	11.0	43.9	9.3	23.4	10.0	45.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0				
Max Green Setting (Gmax), s	14.0	14.0	7.0	40.0	7.0	18.0	7.0	40.0				
Max Q Clear Time (g_c+1/3g), s	12.3	12.3	7.2	37.7	4.3	11.7	4.0	17.0				
Green Ext Time (p_c), s	0.0	0.3	0.0	1.3	0.0	0.7	0.0	8.3				

Intersection Summary

HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Intersection

Int Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	31	67	10	25	128
Future Vol, veh/h	10	31	67	10	25	128
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	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	34	73	11	27	139

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	272	79	0
Stage 1	79	-	-
Stage 2	193	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	715	979	-
Stage 1	942	-	-
Stage 2	837	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	701	979	-
Mov Cap-2 Maneuver	701	-	-
Stage 1	942	-	-
Stage 2	821	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	1.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	893	1506
HCM Lane V/C Ratio	-	-	0.05	0.018
HCM Control Delay (s)	-	-	9.2	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	62	180	11	34	113
Future Vol, veh/h	14	62	180	11	34	113
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	67	196	12	37	123
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	399	202	0	0	208	0
Stage 1	202	-	-	-	-	-
Stage 2	197	-	-	-	-	-
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	607	839	-	-	1363	-
Stage 1	832	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	589	839	-	-	1363	-
Mov Cap-2 Maneuver	589	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.2	0		1.8		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	778	1363	-	
HCM Lane V/C Ratio	-	-	0.106	0.027	-	
HCM Control Delay (s)	-	-	10.2	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	53	583	10	80	668
Future Vol, veh/h	10	53	583	10	80	668
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	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	53	583	10	80	668
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1416	588	0	0	593	0
Stage 1	588	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	150	507	-	-	978	-
Stage 1	553	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	507	-	-	978	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	17.6	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	348	978	-	
HCM Lane V/C Ratio	-	-	0.181	0.082	-	
HCM Control Delay (s)	-	-	17.6	9	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-	

Intersection						
Int Delay, s/veh	13.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	172	1046	11	60	1228
Future Vol, veh/h	14	172	1046	11	60	1228
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	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	172	1046	11	60	1228
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	2400	1052	0	0	1057	0
Stage 1	1052	-	-	-	-	-
Stage 2	1348	-	-	-	-	-
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	37	275	-	-	659	-
Stage 1	336	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	275	-	-	659	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	178.5	0	0.5			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	160	659	-	
HCM Lane V/C Ratio	-	-	1.163	0.091	-	
HCM Control Delay (s)	-	-	178.5	11	0	
HCM Lane LOS	-	-	F	B	A	
HCM 95th %tile Q(veh)	-	-	10.1	0.3	-	

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	53	583	10	80	668
Future Vol, veh/h	10	53	583	10	80	668
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	10	53	583	10	80	668
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1416	588	0	0	593	0
Stage 1	588	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227	-
Pot Cap-1 Maneuver	150	507	-	-	978	-
Stage 1	553	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	131	507	-	-	978	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	371	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	16.4	0	1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 131 507	978	-		
HCM Lane V/C Ratio	-	- 0.076 0.105	0.082	-		
HCM Control Delay (s)	-	- 34.7 12.9	9	0		
HCM Lane LOS	-	- D B	A	A		
HCM 95th %tile Q(veh)	-	- 0.2 0.3	0.3	-		

Intersection

Int Delay, s/veh 4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	172	1046	11	60	1228
Future Vol, veh/h	14	172	1046	11	60	1228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	172	1046	11	60	1228

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2400	1052	0
Stage 1	1052	-	-
Stage 2	1348	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	37	275	-
Stage 1	336	-	-
Stage 2	242	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	26	275	-
Mov Cap-2 Maneuver	26	-	-
Stage 1	336	-	-
Stage 2	173	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.7	0	0.5
HCM LOS	F		

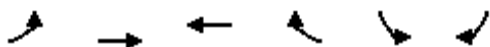
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	- 26 275	659	-
HCM Lane V/C Ratio	-	- 0.538 0.625	0.091	-
HCM Control Delay (s)	-	- 250.2 37.7	11	0
HCM Lane LOS	-	- F E	B	A
HCM 95th %tile Q(veh)	-	- 1.7 3.9	0.3	-

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	603	438	238	46	13
Future Vol, veh/h	42	603	438	238	46	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	655	476	259	50	14
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	735	0	-	0	1353	606
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	747	-
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	870	-	-	-	165	497
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	468	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	870	-	-	-	151	497
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	468	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.6	0		36.2		
HCM LOS				E		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	870	-	-	-	178	
HCM Lane V/C Ratio	0.052	-	-	-	0.36	
HCM Control Delay (s)	9.4	0	-	-	36.2	
HCM Lane LOS	A	A	-	-	E	
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5	

Intersection						
Int Delay, s/veh	69					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	676	483	64	245	36
Future Vol, veh/h	16	676	483	64	245	36
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	17	735	525	70	266	39
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	595	0	-	0	1329	560
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	769	-
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	981	-	-	-	~ 171	528
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	981	-	-	-	~ 166	528
Mov Cap-2 Maneuver	-	-	-	-	~ 166	-
Stage 1	-	-	-	-	555	-
Stage 2	-	-	-	-	457	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.2	0		\$ 372.9		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	981	-	-	-	182	
HCM Lane V/C Ratio	0.018	-	-	-	1.678	
HCM Control Delay (s)	8.7	0	-	-	\$ 372.9	
HCM Lane LOS	A	A	-	-	F	
HCM 95th %tile Q(veh)	0.1	-	-	-	20.9	
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

HCM 6th Signalized Intersection Summary
299: 96th Street & Bennett Parkway

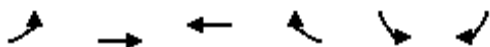
Future AM - Mit
04/20/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Volume (veh/h)	42	603	438	238	46	13
Future Volume (veh/h)	42	603	438	238	46	13
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	655	476	259	50	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	135	889	634	345	214	60
Arrive On Green	0.56	0.56	0.56	0.56	0.16	0.16
Sat Flow, veh/h	48	1598	1139	620	1336	374
Grp Volume(v), veh/h	701	0	0	735	65	0
Grp Sat Flow(s),veh/h/ln	1645	0	0	1759	1736	0
Q Serve(g_s), s	1.1	0.0	0.0	11.2	1.2	0.0
Cycle Q Clear(g_c), s	12.3	0.0	0.0	11.2	1.2	0.0
Prop In Lane	0.07			0.35	0.77	0.22
Lane Grp Cap(c), veh/h	1025	0	0	979	278	0
V/C Ratio(X)	0.68	0.00	0.00	0.75	0.23	0.00
Avail Cap(c_a), veh/h	1760	0	0	1743	737	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	5.6	0.0	0.0	6.0	12.9	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.4	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	1.9	0.0	0.0	2.2	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.4	0.0	0.0	7.1	13.4	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		701	735		65	
Approach Delay, s/veh		6.4	7.1		13.4	
Approach LOS		A	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				24.7	10.7	24.7
Change Period (Y+Rc), s				5.0	5.0	5.0
Max Green Setting (Gmax), s				35.0	15.0	35.0
Max Q Clear Time (g_c+I1), s				14.3	3.2	13.2
Green Ext Time (p_c), s				5.3	0.1	5.7
Intersection Summary						
HCM 6th Ctrl Delay			7.1			
HCM 6th LOS			A			
Notes						
User approved volume balancing among the lanes for turning movement.						

HCM 6th Signalized Intersection Summary
299: 96th Street & Bennett Parkway

Future PM - Mit
04/20/2023



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↰		↰	
Traffic Volume (veh/h)	16	676	483	64	245	36
Future Volume (veh/h)	16	676	483	64	245	36
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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	735	525	70	266	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	92	918	808	108	411	60
Arrive On Green	0.50	0.50	0.50	0.50	0.27	0.27
Sat Flow, veh/h	15	1836	1616	215	1525	224
Grp Volume(v), veh/h	752	0	0	595	306	0
Grp Sat Flow(s),veh/h/ln	1851	0	0	1832	1754	0
Q Serve(g_s), s	0.8	0.0	0.0	10.4	6.7	0.0
Cycle Q Clear(g_c), s	14.6	0.0	0.0	10.4	6.7	0.0
Prop In Lane	0.02			0.12	0.87	0.13
Lane Grp Cap(c), veh/h	1011	0	0	916	473	0
V/C Ratio(X)	0.74	0.00	0.00	0.65	0.65	0.00
Avail Cap(c_a), veh/h	1484	0	0	1392	687	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	9.1	0.0	0.0	8.0	14.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.8	1.5	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	4.3	0.0	0.0	3.0	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	0.0	0.0	8.8	15.5	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		752	595		306	
Approach Delay, s/veh		10.2	8.8		15.5	
Approach LOS		B	A		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				26.7	16.7	26.7
Change Period (Y+Rc), s				5.0	5.0	5.0
Max Green Setting (Gmax), s				33.0	17.0	33.0
Max Q Clear Time (g_c+I1), s				16.6	8.7	12.4
Green Ext Time (p_c), s				5.1	0.6	4.1
Intersection Summary						
HCM 6th Ctrl Delay			10.7			
HCM 6th LOS			B			
Notes						
User approved volume balancing among the lanes for turning movement.						