TRAFFIC IMPACT STUDY FOR

ROCKDALE LOGISTICS CENTER DRI 2855 on DOGWOOD DRIVE CONYERS, GEORGIA

DATE:
October 31, 2018

LOCATION:
Rockdale County, GA

PREPARED FOR:
Baltisse-Ackerman Conyers Land LLP.

PREPARED BY:
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Executive Summary

The Rockdale Technology Center is a new 1,072,320 sq. ft. warehouse development in four (4) buildings 92-acres development located north of Dogwood Drive west of Deere Drive in Rockdale County, Georgia. The development has five (5) full-movement intersections vehicular access points on Dogwood Drive. The development is expected to be complete in 2021.

Peak hour existing turning movement traffic counts were collected on Thursday, October 11, 2018, and increased by 1 % annually for three years to estimate 2021 future volumes. During the 24 hours 5,456 vehicles in both directions were counted on Dogwood Drive at the site. Of these vehicles, 67 were tractor-trailers and 40 were greater than two (2) axle's single unit trucks.

When completed in 2021, the development is expected to generate approximately 1,740 new trips daily with 119 entering and 35 exiting vehicular trips during the morning peak volume hour and 42 entering and with 114 exiting evening peak hour trips. Approximately 60% of the new truck trips will originate and terminate west of the site and 40% to/from the east, while 55% of the personal vehicle trips to/from the east and 45% to/from the west on Dogwood Dr.

There are no existing pedestrian, bicycle, or transit facilities in the area of the development. Although sidewalks will be provided within the site on all new streets and on the site frontages on the existing streets, no reduction in tips was taken for alternate transportation modes.

All of the existing study intersections are expected to operate adequately during the weekday peak volume hours with the existing lane configurations and controls. The new development driveways will operate adequately with stop sign controls and single lane approaches.

No mitigating improvements were identified in the traffic impact analyses.

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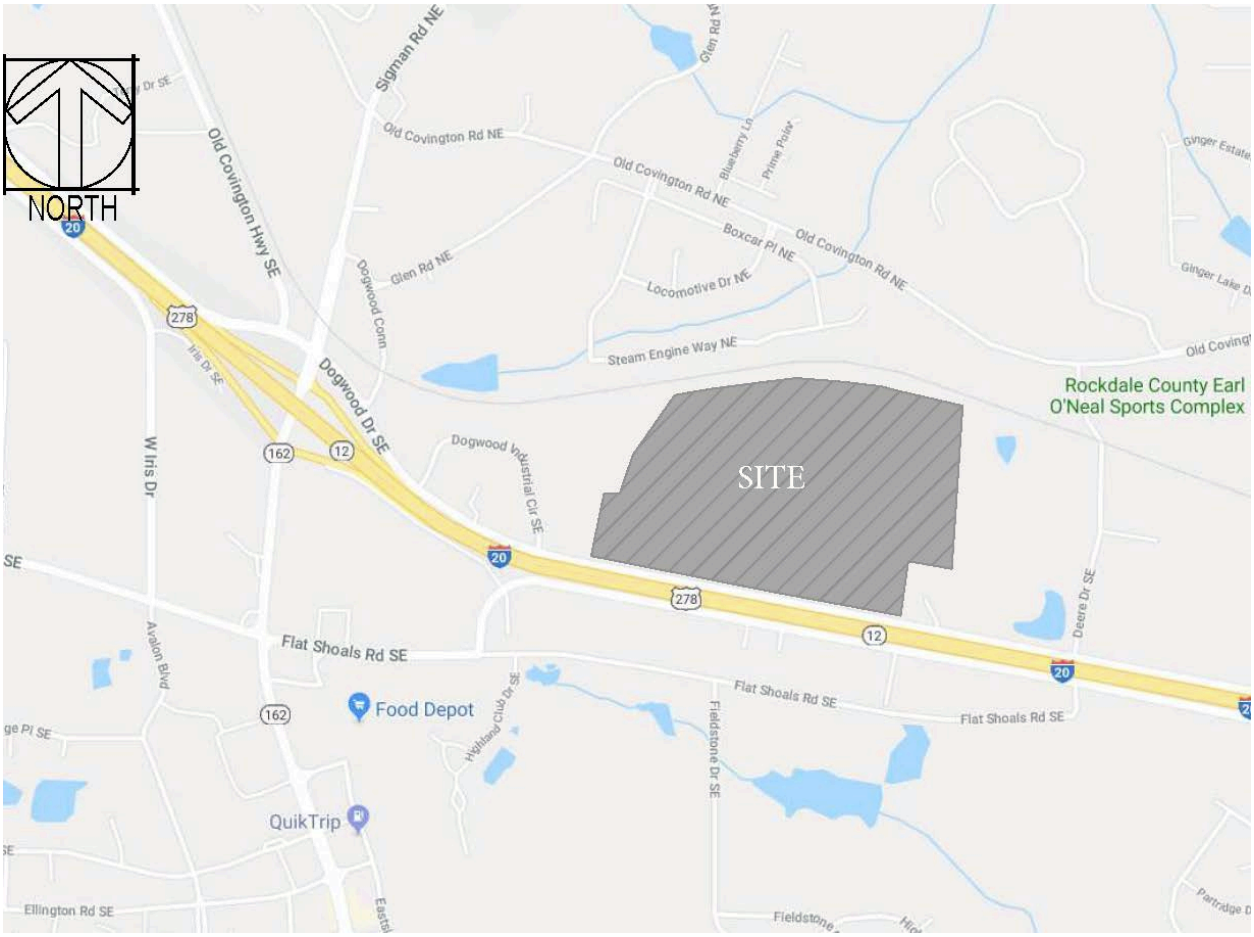
A. Introduction

The Rockdale Technology Center is a new 1,072,320 sq. ft. warehouse development in four (4) buildings development to be located in the on Dogwood Drive west of Deere Drive in Rockdale County, Georgia. The development has five (5) full-movement intersections vehicular access points on Dogwood Drive. The development is expected to be complete in 2021.

The purpose of this study is to identify the traffic impacts associated with the development – both existing traffic, future background growth traffic, and full future traffic and to assess if any mitigation is needed. The traffic impact study analyzes the levels of service at the development access points. Figure 1 shows the site location. A copy of the site plan is included in Appendix A.

This report summarizes the data collected, projected traffic at the study locations, analysis of traffic impacts including level of service (LOS), turn lane analysis, and conclusions from the analysis.

Figure 1. Vicinity Map



B. Proposed Development Description

The development will consist of four (4) new buildings containing 1,072,320 sq. ft. of warehouse use located on Dogwood Drive west of Deer Drive and east of Dogwood Industrial Circle in Rockdale County, Georgia. The development has five (5) full-movement intersection vehicular access points.

B.1. Phasing

The traffic impact analyses considers the full occupancy of the site plan by 2021.

B.2. Transportation Facilities

The land uses in the area are currently agricultural/vacant, retail and services, and offices.

Dogwood Drive is a two-lane 45 MPH east/west local collector roadway running between SR 162 to the west and Almon Rd to the east (and beyond in both directions) parallel to, and providing access to I-20 at interchanges to the east and west of the site.

B.3. Transit

There is no public transit in the immediate area of the proposed development.

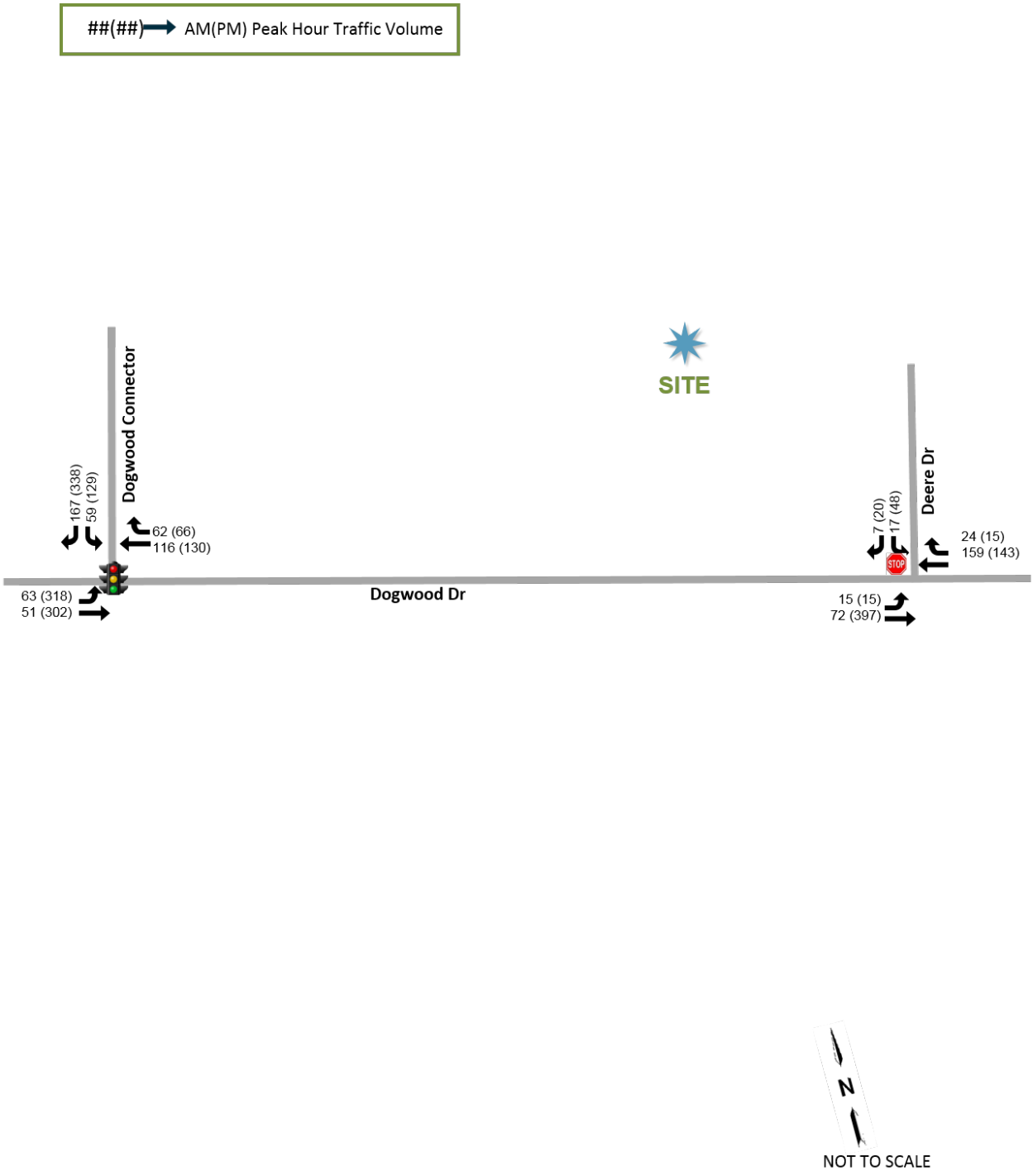
B.4. Pedestrian and Bicycle Facilities

There are no sidewalks nor bike lanes along roadways adjacent to the proposed development.

B.5. Traffic Volumes

Figure 2 shows existing peak hour turning movement traffic counts collected on Thursday, October 11, 2018 at the existing study intersections. During the 24 hours 5,456 vehicles in both directions were counted on Dogwood Drive at the site. Of these vehicles, 67 were tractor-trailers and 40 were greater than two (2) axle's single unit trucks. The counts worksheets are included in Appendix B.

Figure 2: Existing Volume



C. Future Conditions

C.1. Background Growth

The historical GDOT counts for the last ten years on Dogwood Drive near the site show an average annual growth rate of 0.019% per year (Count Station #247r807). To provide a more conservative future conditions analyses, the existing counts were increased by 1% per year for three (3) years to approximate the background traffic growth from outside the study area. The background (No Build) traffic volume is shown in Figure 3.

C.2. Planned/Programed Improvements

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, Rockdale County's programmed projects, and the GA STIP, no projects are programmed or planned to be completed by the respective years within the study area; however within the vicinity of the proposed development the following are planned:

ARC #RO-206 GDOT Project #0013628 Federal ID #MSL-0004-00(434) SR-162 (Salem Rd) 1.9 miles widening from 2 to 6 through lanes from Flat Shoals Rd in Rockdale County to Old Salem Rd in Newton County; $29,873,234 State funded 2020, 2030 Network Year.

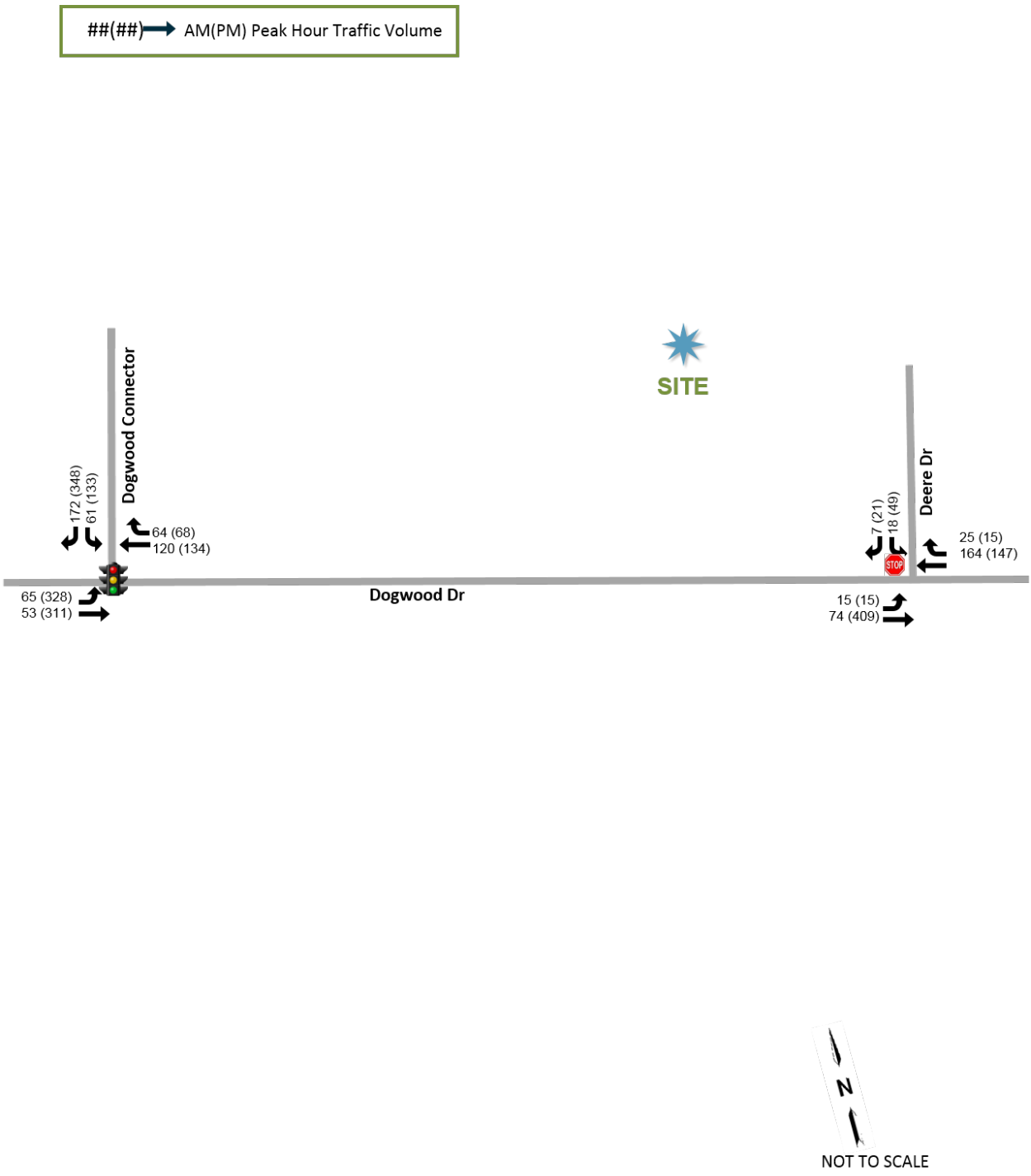
ARC #RO-235E1 GDOT Project #0013594 Federal ID #STP00-9335-00(003) Sigman Rd 2.4 miles widening from 2 to 4 through lanes from SR 20/138 (Walnut Grove Rd) to Old Covington Rd/Dogwood Dr; funded LR 2023-2030 $5,348,800 Federal & $1,215,600 State, funded 2019 Local/Private $500,000, 2030 Network Year.

ARC #RO-243 GDOT Project #0006934 (no Federal ID) Courtesy Pkwy Extension/I-20 Overpass 1.5 miles new 4 through lanes alignment from current alignment of Courtesy Pkwy south of Old Covington Hwy to intersection of Flat Shoals Rd and Mission Ridge Dr; funded LR 2024-2030 $12,800,000 Federal & $2,648,000 Local/Private, and 2020 $6,500,000 & $2,900.000 Local/Private, total previous and projected funding $23,537,915, 2030 Network Year

ARC #NE-069 GDOT Project #0009706 (no Federal ID) Almon Rd operations and safety improvements on 2.2 miles from Rockdale County line to I-20; funded LR 2024-2030 $3,672,327 Federal & $1,118,082 Local/Private, total previous and projected funding $9,494,409, Network Year TBD

Since none of these will be completed when this development is completed, the existing intersection geometries and control will be used for the intersection capacity analyses for existing and future with project volumes.

Figure 3: Background Traffic Volume



C.3. Trip Generation

The number of expected trips was calculated using the Trip Generation Manual, 10th Ed, ITE, 2017 methodologies, rates, and equations. Table 1 shows the expected number of trips for the development.

Table 1: Trip Generation

Land Use (LUC)	Units	Daily	AM		PM	
			IN	OUT	IN	OUT
Warehousing) (150)	1,072,320 sf	1,740	119	35	42	114
	Trucks	686	25	7	12	31
	Personal Vehicles	1,054	94	28	30	83

C.4. Trip Distribution and Assignment

The directional distribution of the new truck and personal vehicle trips was based on the existing traffic patterns on Dogwood Drive in consultation with Rockdale County, GDOT District 7, ARC, and GRTA staff. Approximately half of the new trips are expected to originate and terminate east and west of the site (49%/51%). Approximately 55% of the new personal vehicle trips are expected to originate and terminate east of the site, while 45% will be to/from the west. Approximately 40% of the new truck trips are expected to originate and terminate east of the site, while 60% of the new truck trips will be to/from the west.

The future site traffic is shown in Figure 4 and the full future (Build) traffic is shown in Figure 5.

Figure 4: Project Trips

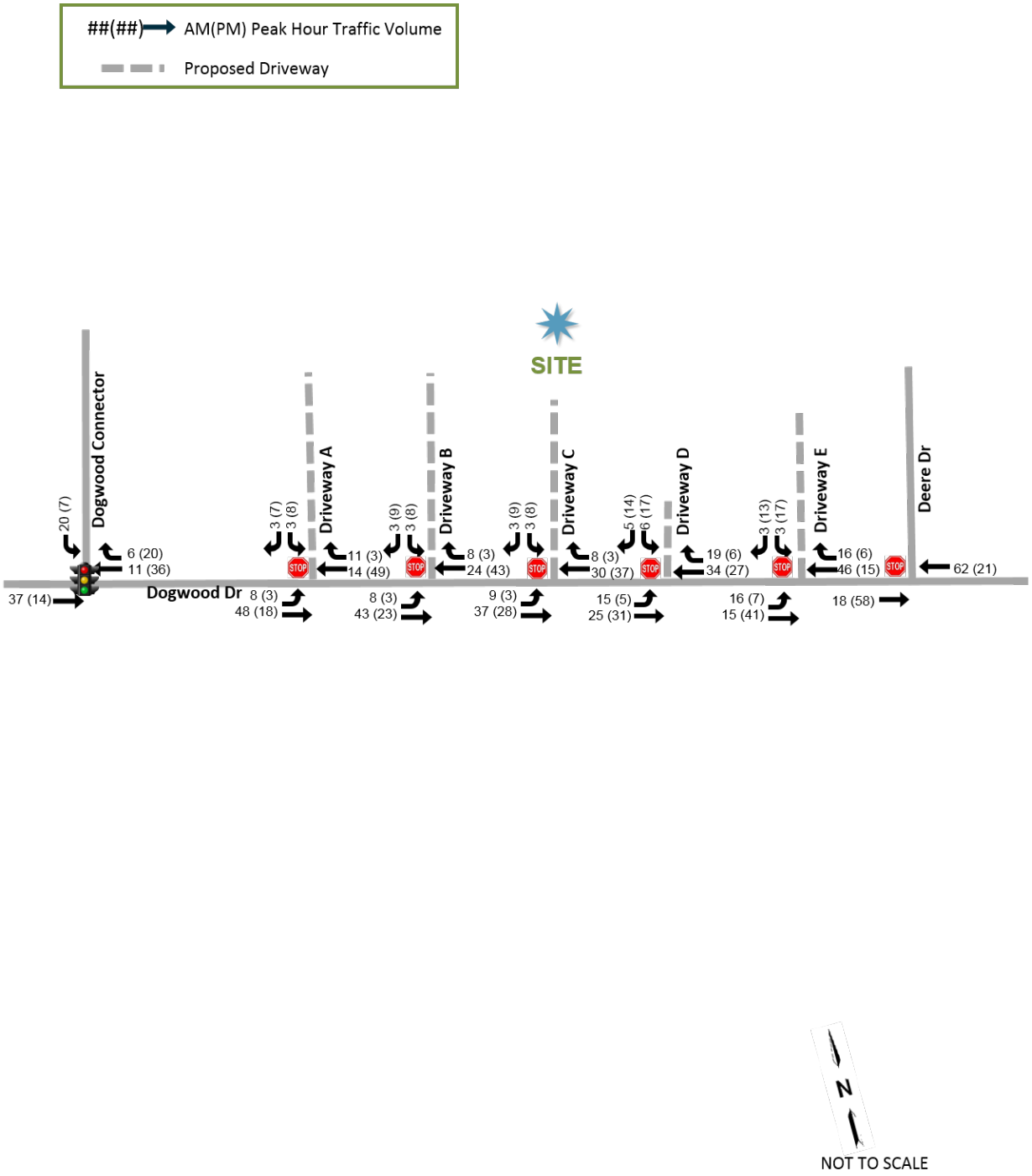
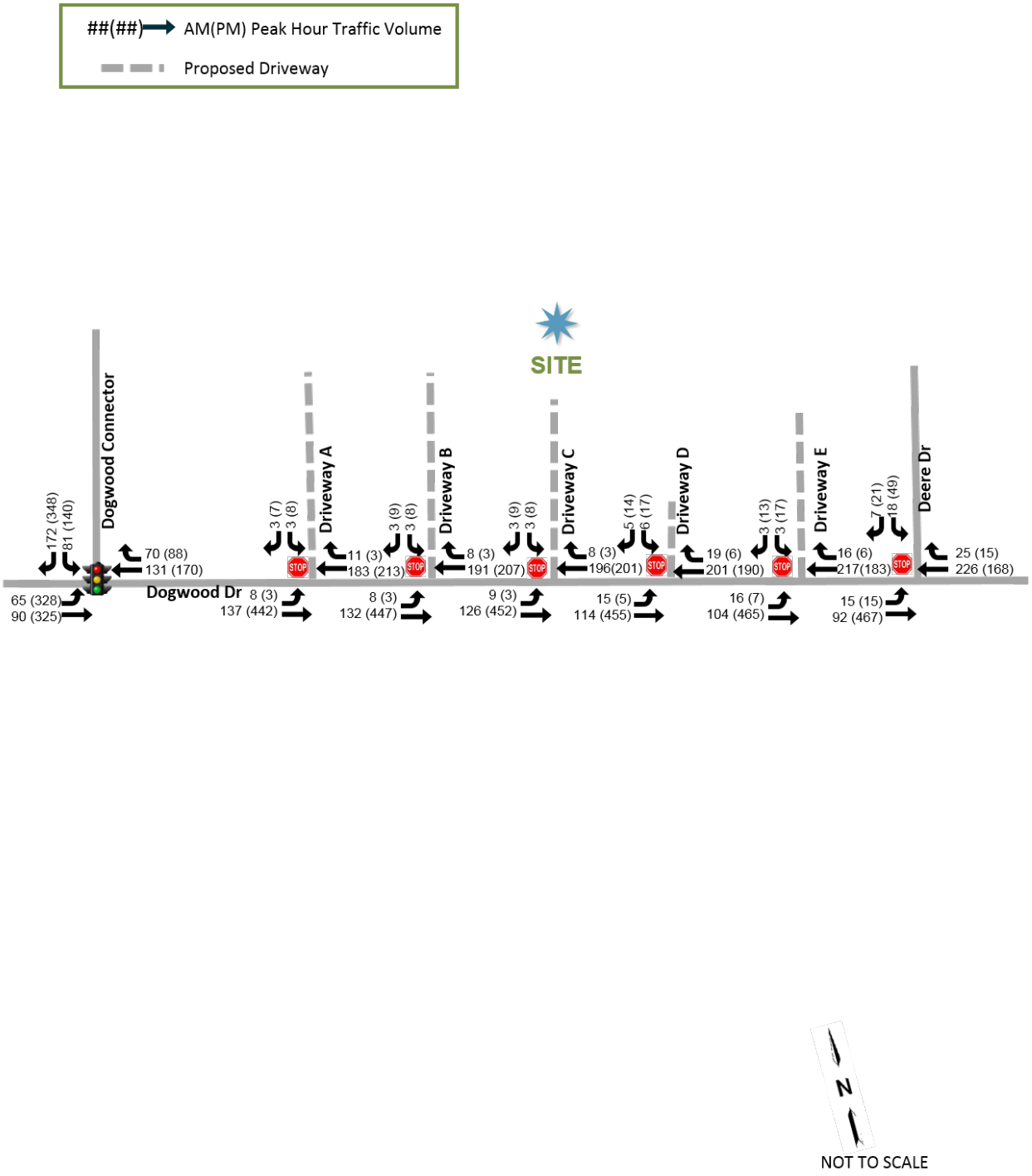


Figure 5: Future Traffic Volume



D. Analysis

D.1. Existing Conditions Capacity Analysis

The results of the intersection capacity analysis are shown in Table 2 for existing volumes. The existing study intersections operate adequately. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Synchro output reports are included in Appendix C.

Table 2: Existing Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS (sec delay)	
			AM	PM
Dogwood Dr at Dogwood Connector	Traffic Signal	Overall	A (7.3)	A (8.8)
Dogwood Dr at Deer Dr	Side Street Stop	SB	B (10.5)	B (12.6)
		EB LT	A (7.8)	A (7.6)
		WB	A (0)	A (0)

D.2. Background Conditions Capacity Analysis

The results of the background growth conditions intersection capacity analysis as shown in Table 3 indicate the existing intersections are expected to operate adequately in 2021.

Table 3: Background Conditions Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS (sec delay)	
			AM	PM
Dogwood Dr at Dogwood Connector	Traffic Signal	Overall	A (7.3)	A (8.7)
Dogwood Dr at Deer Dr	Side Street Stop	SB	B (10.6)	B (12.7)
		EB LT	A (7.8)	A (7.6)
		WB	A (0)	A (0)

D.3. Future Conditions Capacity Analysis

The results of the future (Build) traffic conditions (i.e., with the project traffic) capacity analyses results as shown in Table 4 indicate that the existing intersections will operate adequately with the existing lane configurations and traffic controls, and all of the new site driveways will operate adequately with stop sign control.

Table 4: Future Conditions Intersection Capacity Analyses

Intersection	Control	Approach	Peak Hour LOS (sec delay)	
			AM	PM
Dogwood Dr at Dogwood Connector	Traffic Signal	Overall	A (7.2)	A (8.7)
Dogwood Dr at Deer Dr	Side Street Stop	SB	B (11.5)	B (13.6)
		EB LT	A (8.0)	A (7.6)
		WB	A (0)	A (0)
Dogwood Dr at Driveway A	Side Street Stop	SB	B (10.0)	B (11.8)
		EB LT	A (7.7)	A (7.7)
		WB	A (0)	A (0)
Dogwood Dr at Driveway B	Side Street Stop	SB	B (10.0)	B (11.4)
		EB LT	A (7.7)	A (7.7)
		WB	A (0)	A (0)
Dogwood Dr at Driveway C	Side Street Stop	SB	B (10.1)	B (11.5)
		EB LT	A (7.7)	A (7.6)
		WB	A (0)	A (0)
Dogwood Dr at Driveway D	Side Street Stop	SB	B (10.2)	B (12.1)
		EB LT	A (7.7)	A (7.7)
		WB	A (0)	A (0)
Dogwood Dr at Driveway E	Side Street Stop	SB	B (10.2)	B (13.6)
		EB LT	A (7.8)	A (7.6)
		WB	A (0)	A (0)

The capacity analyses also showed no eastbound Dogwood Drive left-turning vehicles into the site are expected to queue (the 95th percentile) during peak hours. Using the directional distribution of the new trips, design of the site parking, and buildings' areas, the eastbound Dogwood Drive left-turning daily vehicle (LTV) volumes are calculated to be approximately 62, 93, 93, 64, 131, for Driveways A, B, C, D, E, respectively, all less than the 175 LTV for a two-lane 40 to 50 MPH >=6,000 ADT roadway (or 250 LTV for <6,000 ADT) requirements in Table 4-7a of the GDOT Regulations for Driveway & Encroachment Control Manual (Driveway Manual); therefore no eastbound Dogwood Drive left turn storage lanes at the site driveways are required. The expected right-turn deceleration lane volumes (RTV) are expected to be 75, 82, 82, 78, 110 for Driveways A, B, C, D, E, respectively, all less than the 150 RTV for a two-lane 40 to 50 MPH <6,000 ADT roadway requirements; but not less than the 75 RTV for >=6,000 ADT requirements in the Driveway Manual Table 4-6. Since the daily new tips will add approximately 443 new trips to the background 2021 5,621 ADT on Dogwood Drive; 175 full-width storage with 100-foot tapers right turn deceleration lanes should be constructed on westbound Dogwood Drive at Driveways B, C, D, E as indicated in the Driveway Manual Table 4-8. Although not identified in the analyses, Driveway B is planned to include a dedicated left turn lane exiting the site to minimize right turning exiting peak hour delay.

E. Recommendations

The additional new trips generated by the 1,072,320 sq. ft. of warehouse/distribution center development located on Dogwood Drive west of Deer Drive and east of Dogwood Industrial Circle in Rockdale County, Georgia will have minimal effect on the external study intersections and at the new full-movement site access intersections operating with side street stop sign control on Dogwood Drive. Right turn deceleration lanes on westbound Dogwood Drive should be constructed as shown on the site plan at the site driveways. No eastbound Dogwood Drive left turn storage lanes are required at the site driveways.

Appendix A: Site Plan

E&A# 18-090
DRI# 2855

VICINITY MAP
NOT TO SCALE

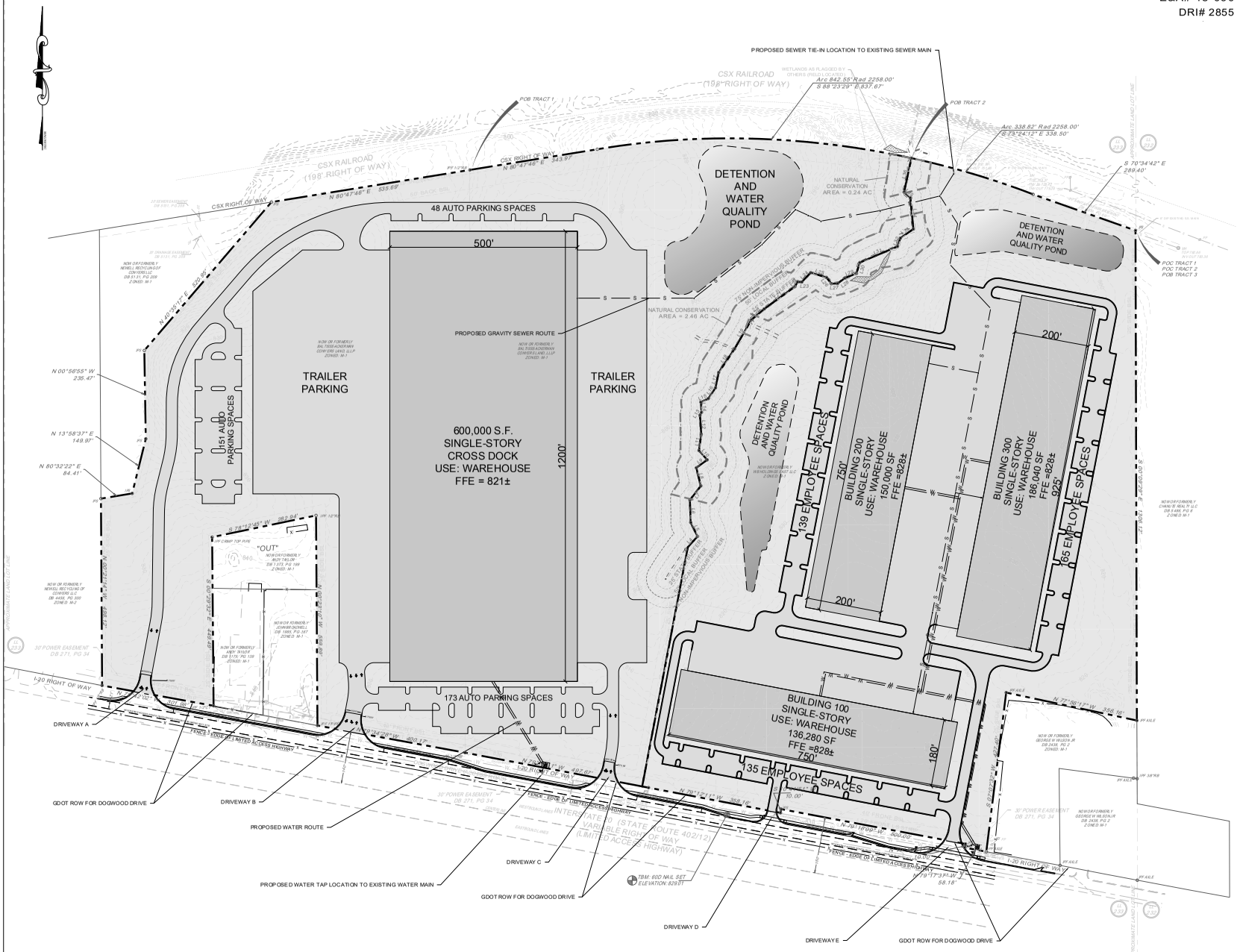
PROJECT INFORMATION

ACREAGE:	TOTAL	±92.1 AC
	STREAM BUFFERS	±5.7 AC
LOCATION:	STREET	DOGWOOD DRIVE SE
	JURISDICTION	ROCKDALE COUNTY
	PARCEL(S)	0930010011 0930010013 0930010014
YIELD:	BUILDING COVER	26.7%
	IMPERVIOUS COVER	56.5%
	GREENSPACE	43.5%
	DENSITY:	11,643 SF/ACRE
BUILDINGS :	BUILDING A	600,000 S.F.
	BUILDING 100	136,280 S.F.
	BUILDING 200	150,000 S.F.
	BUILDING 300	186,040 S.F.
	TOTAL	1,072,320 S.F.
PAVEMENT:	PARKING SPACES	±811
	-REQUIRED	±537
	TRUCK DOCKS	±310
	TRAILER STORAGE (DEDICATED)	±230
SERVICES:	SEWER DEMAND	20,275 GPD
	WATER DEMAND	24,330 GPD

ADDITIONAL SITE DATA

- SITE IS LOCATED 100% IN ROCKDALE COUNTY, WITH NEWTON COUNTY TO THE EAST AND CITY OF CONYERS TO THE WEST
- DOGWOOD DRIVE SE IS A GDOT ROAD (DISTRICT 7)
- PRESENT ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1)
- PROPOSED USE = WAREHOUSE/DISTRIBUTION
- CURRENT AREA CHARACTER: M-1 AND M-2 ZONING TO THE EAST AND WEST, I-20 AND DOGWOOD DRIVE TO THE SOUTH, AND RAILROAD ROW TO THE NORTH
- PROPOSED MINIMUM LOT SIZE = 1 ACRE
- ESTIMATED IMPERVIOUS SURFACE AREA = 2,265,307 S.F. = 52.0 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY

GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.



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DRI SITE PLAN

ROCKDALE LOGISTICS CENTER
ROCKDALE COUNTY, GA

AUGUST 26, 2018

REVISIONS	
10-3-18	DRAFT COMM.
10-10-18	DRAFT COMM.
11-01-18	DRAFT COMM.

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LAND PLANNING
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LANDSCAPE ARCHITECTURE

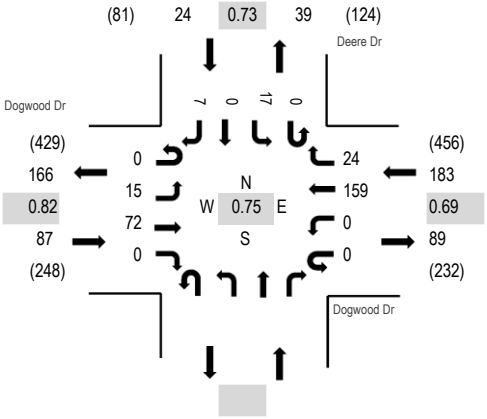
E&A EBERLY & ASSOCIATES

Appendix B: Counts

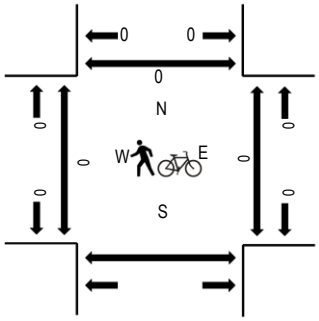
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: #1 Deere Dr & Dogwood Dr AM
Date and Start Time: Thursday, October 11, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Dogwood Dr Eastbound				Dogwood Dr Westbound				Northbound				Deere Dr Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	8	11	0	0	0	15	13					0	3	0	3	53	239	0	0		0
6:15 AM	0	7	11	0	0	0	24	2					0	2	0	6	52	250	0	0		0
6:30 AM	0	6	15	0	0	0	33	7					0	2	0	7	70	262	0	0		0
6:45 AM	0	6	11	0	0	0	28	6					0	4	0	9	64	258	0	0		0
7:00 AM	0	5	11	0	0	0	31	9					0	2	0	6	64	292	0	0		0
7:15 AM	0	2	23	0	0	0	29	5					0	5	0	0	64	294	0	0		0
7:30 AM	0	2	18	0	0	0	35	5					0	6	0	0	66	293	0	0		0
7:45 AM	0	8	15	0	0	0	56	11					0	4	0	4	98	285	0	0		0
8:00 AM	0	3	16	0	0	0	39	3					0	2	0	3	66	254	0	0		0
8:15 AM	0	1	22	0	0	0	33	4					0	2	0	1	63		0	0		0
8:30 AM	0	3	17	0	0	0	33	2					0	2	0	1	58		0	0		0
8:45 AM	0	3	24	0	0	0	30	3					0	4	0	3	67		0	0		0

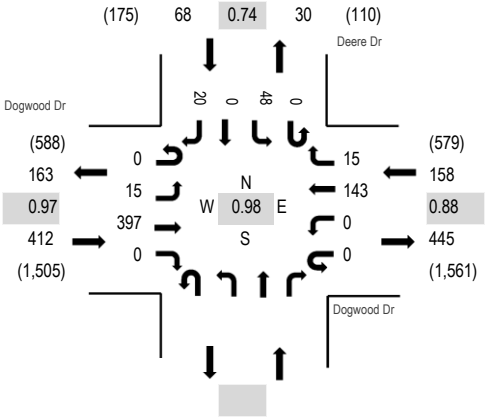
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	14	70	0	0	0	159	24					0	16	0	6	289
Mediums	0	1	2	0	0	0	0	0					0	1	0	1	5
Total	0	15	72	0	0	0	159	24					0	17	0	7	294

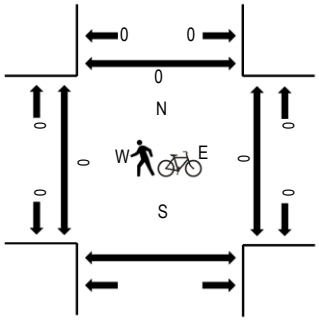
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: #1 Deere Dr & Dogwood Dr PM
Date and Start Time: Thursday, October 11, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Dogwood Dr Eastbound				Dogwood Dr Westbound				Northbound				Deere Dr Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
3:00 PM	0	5	73	0	0	0	37	3					0	3	0	1	122	534	0	0		0
3:15 PM	0	4	78	0	0	0	38	4					0	6	0	7	137	557	0	0		0
3:30 PM	0	8	83	0	0	0	34	1					0	11	0	8	145	579	0	0		0
3:45 PM	0	0	74	0	0	0	42	5					0	2	0	7	130	596	0	0		0
4:00 PM	0	1	96	0	0	0	36	4					0	4	0	4	145	622	0	0		0
4:15 PM	0	4	102	0	0	0	39	2					0	5	0	7	159	634	0	0		0
4:30 PM	0	1	87	0	0	0	42	9					0	19	0	4	162	638	0	0		0
4:45 PM	0	4	107	0	0	0	36	1					0	5	0	3	156	628	0	0		0
5:00 PM	0	6	102	0	0	0	28	1					0	13	0	7	157	608	0	0		0
5:15 PM	0	4	101	0	0	0	37	4					0	11	0	6	163	587	0	0		0
5:30 PM	0	3	104	0	0	0	31	3					0	8	0	3	152	544	0	0		0
5:45 PM	0	3	93	0	0	0	22	8					0	8	0	2	136	508	0	0		0
6:00 PM	0	3	103	0	0	0	26	2					0	1	0	1	136	495	0	0		0
6:15 PM	0	5	84	0	0	0	22	6					0	3	0	0	120		0	0		0
6:30 PM	0	3	77	0	0	0	23	3					0	5	0	5	116		0	0		0
6:45 PM	0	0	87	0	0	0	30	0					0	6	0	0	123		0	0		0

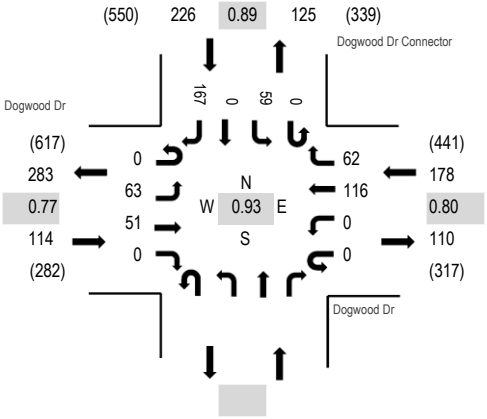
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	3	0	0	0	1	0					0	0	0	4	9
Lights	0	14	392	0	0	0	141	15					0	48	0	16	626
Mediums	0	0	2	0	0	0	1	0					0	0	0	0	3
Total	0	15	397	0	0	0	143	15					0	48	0	20	638

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

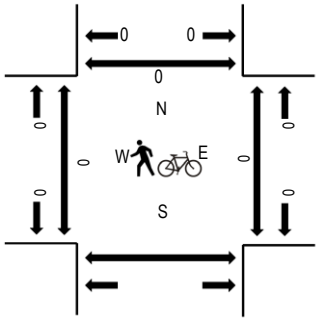
Location: #2 Dogwood Dr Connector & Dogwood Dr AM
Date and Start Time: Thursday, October 11, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Dogwood Dr Eastbound				Dogwood Dr Westbound				Northbound				Dogwood Dr Connector Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	8	4	0	0	0	6	10					0	16	0	8	52	321	0	0		0
6:15 AM	0	4	8	0	0	0	19	13					0	18	0	15	77	365	0	0		0
6:30 AM	0	5	12	0	0	0	19	19					0	16	0	18	89	379	0	0		0
6:45 AM	0	14	6	0	0	0	12	19					0	19	0	33	103	397	0	0		0
7:00 AM	0	11	7	0	0	0	20	22					0	16	0	20	96	434	0	0		0
7:15 AM	0	8	12	0	0	0	12	19					0	17	0	23	91	473	0	0		0
7:30 AM	0	12	12	0	0	0	26	16					0	13	0	28	107	493	0	0		0
7:45 AM	0	10	11	0	0	0	33	24					0	19	0	43	140	518	0	0		0
8:00 AM	0	16	13	0	0	0	31	18					0	14	0	43	135	518	0	0		0
8:15 AM	0	16	14	0	0	0	23	12					0	13	0	33	111		0	0		0
8:30 AM	0	21	13	0	0	0	29	8					0	13	0	48	132		0	0		0
8:45 AM	0	24	21	0	0	0	21	10					0	10	0	54	140		0	0		0

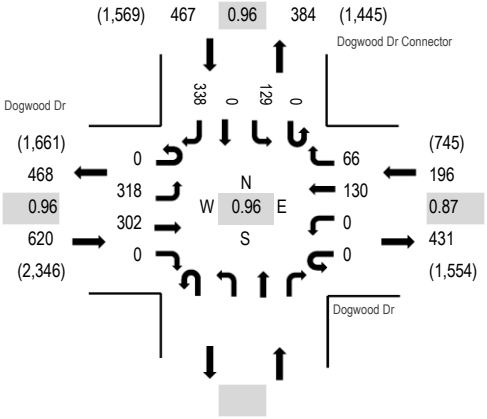
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1					0	2	0	1	4
Lights	0	56	51	0	0	0	115	60					0	56	0	164	502
Mediums	0	7	0	0	0	0	1	1					0	1	0	2	12
Total	0	63	51	0	0	0	116	62					0	59	0	167	518

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

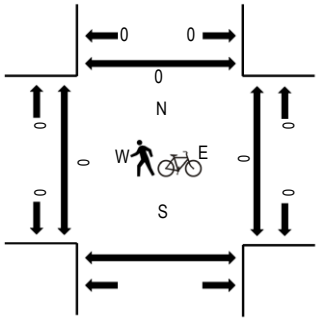
Location: #2 Dogwood Dr Connector & Dogwood Dr PM
Date and Start Time: Thursday, October 11, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Dogwood Dr Eastbound				Dogwood Dr Westbound				Northbound				Dogwood Dr Connector Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
3:00 PM	0	72	59	0	0	0	31	20					0	31	0	68	281	1,142	0	0		0
3:15 PM	0	74	64	0	0	0	34	25					0	23	0	71	291	1,160	0	0		0
3:30 PM	0	82	68	0	0	0	31	18					0	34	0	57	290	1,185	0	0		0
3:45 PM	0	69	59	0	0	0	38	26					0	16	0	72	280	1,212	0	0		0
4:00 PM	0	80	85	0	0	0	28	11					0	21	0	74	299	1,247	0	0		0
4:15 PM	0	83	83	0	0	0	35	21					0	21	0	73	316	1,253	0	0		0
4:30 PM	0	60	77	0	0	0	35	21					0	30	0	94	317	1,267	0	0		0
4:45 PM	0	74	74	0	0	0	32	17					0	37	0	81	315	1,283	0	0		0
5:00 PM	0	66	76	0	0	0	26	21					0	30	0	86	305	1,229	0	0		0
5:15 PM	0	94	73	0	0	0	32	12					0	36	0	83	330	1,217	0	0		0
5:30 PM	0	84	79	0	0	0	40	16					0	26	0	88	333	1,147	0	0		0
5:45 PM	0	64	82	0	0	0	27	9					0	16	0	63	261	1,055	0	0		0
6:00 PM	0	79	87	0	0	0	29	18					0	21	0	59	293	1,042	0	0		0
6:15 PM	0	66	69	0	0	0	24	8					0	17	0	76	260		0	0		0
6:30 PM	0	70	60	0	0	0	23	7					0	19	0	62	241		0	0		0
6:45 PM	0	71	63	0	0	0	23	7					0	18	0	66	248		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	3					0	0	0	2	7
Lights	0	316	301	0	0	0	129	62					0	127	0	334	1,269
Mediums	0	2	0	0	0	0	0	1					0	2	0	2	7
Total	0	318	302	0	0	0	130	66					0	129	0	338	1,283

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Site Code: 1
Station ID: 1
DOGWOOD DRIVE WEST OF DEERE DRIVE

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/11/18	0	2	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	5	3	0	0	0	0	0	0	0	0	0	0	8
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	0	0	0	0	0	0	1	0	0	0	0	4
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	0	0	0	0	0	0	1	0	0	0	0	6
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	1	0	0	0	0	0	0	1	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:30	0	9	3	0	1	0	0	0	0	0	0	0	0	13
05:45	0	7	3	0	2	0	0	0	0	0	0	0	0	12
	0	19	7	0	3	0	0	0	0	0	0	0	0	29
06:00	0	11	4	0	2	0	0	0	0	0	0	0	0	17
06:15	0	7	4	0	0	0	0	0	0	0	0	0	0	11
06:30	0	11	7	0	1	0	0	0	0	0	0	0	0	19
06:45	0	13	6	0	5	0	0	0	0	0	0	0	0	24
	0	42	21	0	8	0	0	0	0	0	0	0	0	71
07:00	0	13	4	0	1	1	0	1	0	0	0	0	0	20
07:15	0	14	6	0	0	0	0	0	0	0	0	0	0	20
07:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17
07:45	0	17	2	0	1	2	0	0	1	0	0	0	0	23
	0	59	14	0	2	3	0	1	1	0	0	0	0	80
08:00	0	15	4	0	2	0	0	0	0	0	0	0	0	21
08:15	0	18	10	0	2	0	0	0	0	0	0	0	0	30
08:30	0	8	8	0	2	0	0	0	0	0	0	0	0	18
08:45	0	13	4	0	1	0	0	0	0	0	0	0	0	18
	0	54	26	0	7	0	0	0	0	0	0	0	0	87
09:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
09:15	0	24	5	0	1	2	0	0	0	0	0	0	0	32
09:30	0	18	9	1	4	0	0	0	0	0	0	0	0	32
09:45	0	14	5	0	0	1	0	0	0	0	0	0	0	20
	0	73	23	1	6	3	0	0	0	0	0	0	0	106
10:00	0	16	13	0	0	0	0	0	0	0	0	0	0	29
10:15	1	33	8	1	4	0	0	0	1	0	0	0	0	48
10:30	0	38	6	0	1	1	0	0	0	0	0	0	0	46
10:45	0	23	10	0	2	0	0	0	1	0	0	0	0	36
	1	110	37	1	7	1	0	0	2	0	0	0	0	159
11:00	0	22	5	0	0	0	0	1	0	0	0	0	0	28
11:15	1	32	9	0	2	2	0	0	0	0	0	0	0	46
11:30	0	31	10	0	3	1	0	0	2	0	0	0	0	47
11:45	0	30	10	0	1	0	0	0	1	0	0	0	0	42
	1	115	34	0	6	3	0	1	3	0	0	0	0	163
Total	2	489	166	2	39	10	0	2	8	0	0	0	0	718
Percent	0.3%	68.1%	23.1%	0.3%	5.4%	1.4%	0.0%	0.3%	1.1%	0.0%	0.0%	0.0%	0.0%	

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Site Code: 1
Station ID: 1
DOGWOOD DRIVE WEST OF DEERE DRIVE

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	48	9	0	2	1	0	0	1	0	0	0	0	62
12:15	0	49	18	0	2	1	0	1	0	0	0	0	0	71
12:30	0	32	10	0	6	0	0	2	0	0	0	0	0	50
12:45	0	36	10	0	3	2	0	0	1	0	0	0	0	52
	1	165	47	0	13	4	0	3	2	0	0	0	0	235
13:00	0	48	8	0	2	0	0	0	1	0	0	0	0	59
13:15	0	34	17	1	1	1	0	0	1	0	0	0	0	55
13:30	0	60	18	1	4	0	0	0	0	0	0	0	0	83
13:45	1	45	14	0	2	1	0	0	0	0	0	0	0	63
	1	187	57	2	9	2	0	0	2	0	0	0	0	260
14:00	0	44	10	0	1	0	0	4	0	0	0	0	0	59
14:15	0	55	7	1	3	0	0	0	1	0	0	0	0	67
14:30	1	39	15	0	2	0	0	1	0	0	0	0	0	58
14:45	0	57	4	0	0	0	0	0	2	0	0	0	0	63
	1	195	36	1	6	0	0	5	3	0	0	0	0	247
15:00	0	47	13	1	2	1	0	0	1	0	0	0	0	65
15:15	0	59	15	0	2	0	0	0	0	0	0	0	0	76
15:30	0	62	21	0	1	0	0	0	0	0	0	0	0	84
15:45	2	74	10	0	5	0	0	2	1	0	0	0	0	94
	2	242	59	1	10	1	0	2	2	0	0	0	0	319
16:00	0	74	20	0	2	0	0	1	2	0	0	0	0	99
16:15	0	77	19	0	3	1	0	0	0	0	0	0	0	100
16:30	0	80	21	0	4	0	0	0	0	0	0	0	0	105
16:45	0	88	19	0	3	0	0	0	2	0	0	0	0	112
	0	319	79	0	12	1	0	1	4	0	0	0	0	416
17:00	0	83	21	0	4	2	0	2	0	0	0	0	0	112
17:15	0	88	22	0	4	0	0	0	0	0	0	0	0	114
17:30	0	93	18	2	1	0	0	2	0	0	0	0	0	116
17:45	0	58	12	0	0	0	0	2	0	0	0	0	0	72
	0	322	73	2	9	2	0	6	0	0	0	0	0	414
18:00	0	80	11	0	0	0	0	1	0	0	0	0	0	92
18:15	1	64	20	0	2	0	0	0	0	0	0	0	0	87
18:30	0	44	8	0	4	0	0	0	0	0	0	0	0	56
18:45	0	43	8	1	0	0	0	0	0	0	0	0	0	52
	1	231	47	1	6	0	0	1	0	0	0	0	0	287
19:00	0	42	6	0	3	0	0	0	0	0	0	0	0	51
19:15	0	35	4	0	1	0	0	0	1	0	0	0	0	41
19:30	0	33	7	0	1	0	0	0	0	0	0	0	0	41
19:45	0	28	3	0	0	0	0	0	0	0	0	0	0	31
	0	138	20	0	5	0	0	0	1	0	0	0	0	164
20:00	0	22	3	0	2	0	0	0	0	0	0	0	0	27
20:15	0	30	4	0	1	0	0	0	0	0	0	0	0	35
20:30	0	18	4	0	1	1	0	0	0	0	0	0	0	24
20:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
	0	84	14	0	4	1	0	0	0	0	0	0	0	103
21:00	0	15	1	1	1	0	0	0	0	0	0	0	0	18
21:15	0	18	1	0	2	0	0	0	0	0	0	0	0	21
21:30	0	12	2	0	1	0	0	1	0	0	0	0	0	16
21:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
	0	57	7	1	4	0	0	1	0	0	0	0	0	70
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
22:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
	0	53	2	0	0	0	0	0	0	0	0	0	0	55
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Total	6	2008	443	8	78	11	0	19	14	0	0	0	0	2587
Percent	0.2%	77.6%	17.1%	0.3%	3.0%	0.4%	0.0%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	8	2497	609	10	117	21	0	21	22	0	0	0	0	3305
Percent	0.2%	75.6%	18.4%	0.3%	3.5%	0.6%	0.0%	0.6%	0.7%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

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Site Code: 1
Station ID: 1
DOGWOOD DRIVE WEST OF DEERE DRIVE

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
10/11/18	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	2	0	0	0	0	0	0	1	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	0	0	0	0	0	0	1	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	4	0	0	0	1	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	0	6	1	0	0	1	0	0	0	0	0	0	0	8
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	1	0	0	1	0	0	0	0	0	0	0	5
	0	7	1	0	0	1	0	0	0	0	0	0	0	9
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11
05:30	0	8	3	0	0	0	0	0	0	0	0	0	0	11
05:45	0	26	7	0	0	0	0	0	0	0	0	0	0	33
	0	47	12	0	1	0	0	0	0	0	0	0	0	60
06:00	0	14	3	0	2	1	0	0	0	0	0	0	0	20
06:15	0	11	10	0	1	0	0	0	0	0	0	0	0	22
06:30	0	15	9	0	2	0	0	0	0	0	0	0	0	26
06:45	0	24	6	0	0	0	0	0	0	0	0	0	0	30
	0	64	28	0	5	1	0	0	0	0	0	0	0	98
07:00	0	27	4	0	0	0	0	0	1	0	0	0	0	32
07:15	1	24	3	0	2	1	0	0	0	0	0	0	0	31
07:30	0	34	9	1	0	1	0	0	0	0	0	0	0	45
07:45	0	45	9	1	2	0	0	0	0	0	0	0	0	57
	1	130	25	2	4	2	0	0	1	0	0	0	0	165
08:00	1	33	10	0	6	0	0	0	0	0	0	0	0	50
08:15	0	24	5	0	3	0	0	0	0	0	0	0	0	32
08:30	0	20	8	0	1	0	0	1	0	0	0	0	0	30
08:45	0	32	6	0	0	0	0	0	0	0	0	0	0	38
	1	109	29	0	10	0	0	1	0	0	0	0	0	150
09:00	0	18	8	0	2	0	0	0	0	0	0	0	0	28
09:15	0	27	9	0	1	0	0	0	0	0	0	0	0	37
09:30	0	29	9	0	3	0	0	1	0	0	0	0	0	42
09:45	1	25	7	0	0	1	0	0	0	0	0	0	0	34
	1	99	33	0	6	1	0	1	0	0	0	0	0	141
10:00	0	23	12	1	1	1	0	0	0	0	0	0	0	38
10:15	0	29	6	0	0	2	0	0	0	0	0	0	0	37
10:30	0	13	4	1	2	0	0	0	1	0	0	0	0	21
10:45	0	26	4	0	0	0	0	1	0	0	0	0	0	31
	0	91	26	2	3	3	0	1	1	0	0	0	0	127
11:00	0	35	6	0	2	0	0	1	0	0	0	0	0	44
11:15	2	32	6	1	4	0	0	0	0	0	0	0	0	45
11:30	0	27	11	0	3	2	0	0	0	0	0	0	0	43
11:45	0	39	19	0	8	0	0	0	0	0	0	0	0	66
	2	133	42	1	17	2	0	1	0	0	0	0	0	198
Total	5	697	197	5	46	12	0	4	3	0	0	0	0	969
Percent	0.5%	71.9%	20.3%	0.5%	4.7%	1.2%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

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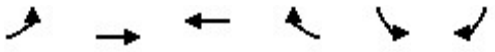
Site Code: 1
Station ID: 1
DOGWOOD DRIVE WEST OF DEERE DRIVE

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	37	10	0	4	1	0	1	0	0	0	0	0	54
12:15	0	30	5	0	2	1	0	0	0	0	0	0	0	38
12:30	0	27	4	0	3	0	0	0	0	0	0	0	0	34
12:45	0	34	7	0	3	0	0	0	0	0	0	0	0	44
	1	128	26	0	12	2	0	1	0	0	0	0	0	170
13:00	0	36	10	0	1	0	0	1	0	0	0	0	0	48
13:15	0	22	5	0	1	0	0	0	0	0	0	0	0	28
13:30	0	26	11	0	1	0	0	0	1	0	0	0	0	39
13:45	0	27	11	1	2	0	0	1	1	0	0	0	0	43
	0	111	37	1	5	0	0	2	2	0	0	0	0	158
14:00	1	23	11	0	1	0	0	0	0	0	0	0	0	36
14:15	1	29	4	0	1	1	0	0	0	0	0	0	0	36
14:30	0	50	6	0	2	0	0	0	0	0	0	0	0	58
14:45	0	26	6	0	0	0	0	1	1	0	0	0	0	34
	2	128	27	0	4	1	0	1	1	0	0	0	0	164
15:00	0	29	10	0	0	0	0	1	0	0	0	0	0	40
15:15	1	25	6	0	2	1	0	2	0	0	0	0	0	37
15:30	0	28	10	0	2	0	0	0	0	0	0	0	0	40
15:45	0	30	5	0	2	0	0	1	0	0	0	0	0	38
	1	112	31	0	6	1	0	4	0	0	0	0	0	155
16:00	0	30	6	0	2	1	0	1	0	0	0	0	0	40
16:15	0	27	6	0	1	0	0	0	0	0	0	0	0	34
16:30	0	38	8	0	1	1	0	0	2	0	0	0	0	50
16:45	1	25	15	0	5	0	0	0	0	0	0	0	0	46
	1	120	35	0	9	2	0	1	2	0	0	0	0	170
17:00	0	39	6	0	2	0	0	0	1	0	0	0	0	48
17:15	0	14	9	0	0	0	0	0	0	0	0	0	0	23
17:30	0	21	11	0	3	0	0	1	0	0	0	0	0	36
17:45	0	17	6	0	2	0	0	0	0	0	0	0	0	25
	0	91	32	0	7	0	0	1	1	0	0	0	0	132
18:00	0	17	4	0	1	0	0	0	0	0	0	0	0	22
18:15	0	12	6	0	1	0	0	1	0	0	0	0	0	20
18:30	0	19	3	0	0	0	0	0	0	0	0	0	0	22
18:45	0	16	4	0	1	0	0	0	0	0	0	0	0	21
	0	64	17	0	3	0	0	1	0	0	0	0	0	85
19:00	0	12	2	0	1	0	0	0	0	0	0	0	0	15
19:15	0	14	0	0	1	0	0	0	0	0	0	0	0	15
19:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7
19:45	0	15	4	0	1	0	0	0	0	0	0	0	0	20
	0	45	9	0	3	0	0	0	0	0	0	0	0	57
20:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
20:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
20:30	0	14	0	0	1	1	0	0	0	0	0	0	0	16
20:45	0	8	2	0	1	0	0	0	0	0	0	0	0	11
	0	39	4	0	2	1	0	0	0	0	0	0	0	46
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
21:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	18	2	0	0	0	0	0	0	0	0	0	0	20
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
	0	17	2	0	0	0	0	0	0	0	0	0	0	19
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Total	5	877	224	1	51	7	0	11	6	0	0	0	0	1182
Percent	0.4%	74.2%	19.0%	0.1%	4.3%	0.6%	0.0%	0.9%	0.5%	0.0%	0.0%	0.0%	0.0%	
Grand Total	10	1574	421	6	97	19	0	15	9	0	0	0	0	2151
Percent	0.5%	73.2%	19.6%	0.3%	4.5%	0.9%	0.0%	0.7%	0.4%	0.0%	0.0%	0.0%	0.0%	

Appendix C: Capacity Analysis Worksheets



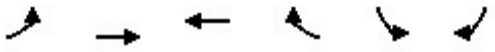
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	63	51	116	62	59	167
Future Volume (veh/h)	63	51	116	62	59	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	55	125	67	63	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	534	485	297	159	330	
Arrive On Green	0.26	0.26	0.26	0.26	0.19	0.00
Sat Flow, veh/h	1191	1870	1146	614	1781	1585
Grp Volume(v), veh/h	68	55	0	192	63	0
Grp Sat Flow(s),veh/h/ln	1191	1870	0	1760	1781	1585
Q Serve(g_s), s	1.1	0.5	0.0	2.0	0.6	0.0
Cycle Q Clear(g_c), s	3.0	0.5	0.0	2.0	0.6	0.0
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	534	485	0	456	330	
V/C Ratio(X)	0.13	0.11	0.00	0.42	0.19	
Avail Cap(c_a), veh/h	1494	1992	0	1874	2062	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.9	6.1	0.0	6.7	7.4	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	6.2	0.0	7.3	7.7	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h		123	192		63	A
Approach Delay, s/veh		7.2	7.3		7.7	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				11.6		10.0	11.6
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				23.0		25.0	23.0
Max Q Clear Time (g_c+I1), s				2.5		2.6	4.0
Green Ext Time (p_c), s				0.0		0.1	2.6

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	318	302	130	66	129	338
Future Volume (veh/h)	318	302	130	66	129	338
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	331	315	135	69	134	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	571	584	364	186	306	
Arrive On Green	0.31	0.31	0.31	0.31	0.17	0.00
Sat Flow, veh/h	1178	1870	1167	596	1781	1585
Grp Volume(v), veh/h	331	315	0	204	134	0
Grp Sat Flow(s),veh/h/ln	1178	1870	0	1763	1781	1585
Q Serve(g_s), s	5.2	3.2	0.0	2.1	1.6	0.0
Cycle Q Clear(g_c), s	7.3	3.2	0.0	2.1	1.6	0.0
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	571	584	0	550	306	
V/C Ratio(X)	0.58	0.54	0.00	0.37	0.44	
Avail Cap(c_a), veh/h	1621	2251	0	2122	1531	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.6	6.6	0.0	6.2	8.6	0.0
Incr Delay (d2), s/veh	0.9	0.8	0.0	0.4	1.0	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	0.8	0.4	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	7.4	0.0	6.6	9.6	0.0
LnGrp LOS	B	A	A	A	A	
Approach Vol, veh/h		646	204		134	A
Approach Delay, s/veh		9.0	6.6		9.6	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				13.3		10.0	13.3
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				28.0		20.0	28.0
Max Q Clear Time (g_c+I1), s				5.2		3.6	4.1
Green Ext Time (p_c), s				0.3		0.3	3.2

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	72	159	24	17	7
Future Vol, veh/h	15	72	159	24	17	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	96	212	32	23	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	244	0	-	0	348	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	136	-
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	1322	-	-	-	649	828
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1322	-	-	-	639	828
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	10.5
HCM LOS			B

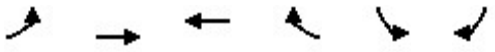
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1322	-	-	-	685
HCM Lane V/C Ratio	0.015	-	-	-	0.047
HCM Control Delay (s)	7.8	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	397	143	15	48	20
Future Vol, veh/h	15	397	143	15	48	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	405	146	15	49	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	161	0	-	0	581	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	435	-
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	1418	-	-	-	476	901
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	653	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1418	-	-	-	469	901
Mov Cap-2 Maneuver	-	-	-	-	469	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1418	-	-	-	546
HCM Lane V/C Ratio	0.011	-	-	-	0.127
HCM Control Delay (s)	7.6	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

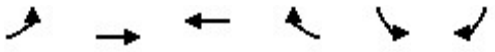


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	53	120	64	61	172
Future Volume (veh/h)	65	53	120	64	61	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	57	129	69	66	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	536	498	306	163	327	
Arrive On Green	0.27	0.27	0.27	0.27	0.18	0.00
Sat Flow, veh/h	1185	1870	1147	613	1781	1585
Grp Volume(v), veh/h	70	57	0	198	66	0
Grp Sat Flow(s),veh/h/ln	1185	1870	0	1760	1781	1585
Q Serve(g_s), s	1.1	0.5	0.0	2.0	0.7	0.0
Cycle Q Clear(g_c), s	3.2	0.5	0.0	2.0	0.7	0.0
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	536	498	0	469	327	
V/C Ratio(X)	0.13	0.11	0.00	0.42	0.20	
Avail Cap(c_a), veh/h	1469	1972	0	1856	2042	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.9	6.1	0.0	6.6	7.6	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.3	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.0	6.2	0.0	7.2	7.9	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h		127	198		66	A
Approach Delay, s/veh		7.2	7.2		7.9	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				11.8		10.0	11.8
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				23.0		25.0	23.0
Max Q Clear Time (g_c+I1), s				2.5		2.7	4.0
Green Ext Time (p_c), s				0.0		0.1	2.7

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	328	311	134	68	133	348
Future Volume (veh/h)	328	311	134	68	133	348
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	342	324	140	71	139	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	573	599	375	190	303	
Arrive On Green	0.32	0.32	0.32	0.32	0.17	0.00
Sat Flow, veh/h	1171	1870	1170	593	1781	1585
Grp Volume(v), veh/h	342	324	0	211	139	0
Grp Sat Flow(s),veh/h/ln	1171	1870	0	1764	1781	1585
Q Serve(g_s), s	5.4	3.4	0.0	2.2	1.7	0.0
Cycle Q Clear(g_c), s	7.5	3.4	0.0	2.2	1.7	0.0
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	573	599	0	565	303	
V/C Ratio(X)	0.60	0.54	0.00	0.37	0.46	
Avail Cap(c_a), veh/h	1640	2304	0	2172	1438	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	6.6	0.0	6.2	8.8	0.0
Incr Delay (d2), s/veh	1.0	0.8	0.0	0.4	1.1	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	0.9	0.5	0.0	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	7.3	0.0	6.6	9.9	0.0
LnGrp LOS	B	A	A	A	A	
Approach Vol, veh/h		666	211		139	A
Approach Delay, s/veh		9.1	6.6		9.9	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				13.5		10.0	13.5
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				29.0		19.0	29.0
Max Q Clear Time (g_c+I1), s				5.4		3.7	4.2
Green Ext Time (p_c), s				0.3		0.3	3.4

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

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

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	74	164	25	18	7
Future Vol, veh/h	15	74	164	25	18	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	99	219	33	24	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	358	219
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	139	-
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	1313	-	-	-	640	821
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	630	821
Mov Cap-2 Maneuver	-	-	-	-	630	-
Stage 1	-	-	-	-	804	-
Stage 2	-	-	-	-	888	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	674
HCM Lane V/C Ratio	0.015	-	-	-	0.049
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

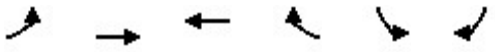
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	409	147	15	49	21
Future Vol, veh/h	15	409	147	15	49	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	417	150	15	50	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	165	0	-	0	597	150
Stage 1	-	-	-	-	150	-
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	1413	-	-	-	466	896
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	644	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1413	-	-	-	459	896
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	644	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1413	-	-	-	538
HCM Lane V/C Ratio	0.011	-	-	-	0.133
HCM Control Delay (s)	7.6	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

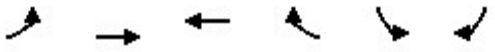


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	90	131	70	81	172
Future Volume (veh/h)	65	90	131	70	81	172
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	70	97	141	75	87	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	543	546	335	178	315	
Arrive On Green	0.29	0.29	0.29	0.29	0.18	0.00
Sat Flow, veh/h	1165	1870	1149	611	1781	1585
Grp Volume(v), veh/h	70	97	0	216	87	0
Grp Sat Flow(s),veh/h/ln	1165	1870	0	1760	1781	1585
Q Serve(g_s), s	1.2	0.9	0.0	2.2	1.0	0.0
Cycle Q Clear(g_c), s	3.4	0.9	0.0	2.2	1.0	0.0
Prop In Lane	1.00			0.35	1.00	1.00
Lane Grp Cap(c), veh/h	543	546	0	514	315	
V/C Ratio(X)	0.13	0.18	0.00	0.42	0.28	
Avail Cap(c_a), veh/h	1390	1904	0	1792	1971	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.8	6.0	0.0	6.5	8.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.3	0.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.9	6.1	0.0	7.0	8.5	0.0
LnGrp LOS	A	A	A	A	A	
Approach Vol, veh/h		167	216		87	A
Approach Delay, s/veh		6.9	7.0		8.5	
Approach LOS		A	A		A	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				12.6		10.0	12.6
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				23.0		25.0	23.0
Max Q Clear Time (g_c+I1), s				2.9		3.0	4.2
Green Ext Time (p_c), s				0.1		0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	7.2
HCM 6th LOS	A

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	328	325	170	88	140	348
Future Volume (veh/h)	328	325	170	88	140	348
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	342	339	177	92	146	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	562	688	426	222	295	
Arrive On Green	0.37	0.37	0.37	0.37	0.17	0.00
Sat Flow, veh/h	1110	1870	1159	603	1781	1585
Grp Volume(v), veh/h	342	339	0	269	146	0
Grp Sat Flow(s),veh/h/ln	1110	1870	0	1762	1781	1585
Q Serve(g_s), s	6.5	3.6	0.0	2.9	1.9	0.0
Cycle Q Clear(g_c), s	9.5	3.6	0.0	2.9	1.9	0.0
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	562	688	0	648	295	
V/C Ratio(X)	0.61	0.49	0.00	0.42	0.50	
Avail Cap(c_a), veh/h	1449	2183	0	2056	1247	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.2	6.3	0.0	6.1	9.8	0.0
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.4	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.5	0.0	0.4	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.2	6.8	0.0	6.5	11.0	0.0
LnGrp LOS	B	A	A	A	B	
Approach Vol, veh/h		681	269		146	A
Approach Delay, s/veh		9.0	6.5		11.0	
Approach LOS		A	A		B	

Timer - Assigned Phs				4		6	8
Phs Duration (G+Y+Rc), s				15.5		10.3	15.5
Change Period (Y+Rc), s				6.0		6.0	6.0
Max Green Setting (Gmax), s				30.0		18.0	30.0
Max Q Clear Time (g_c+I1), s				5.6		3.9	4.9
Green Ext Time (p_c), s				0.4		0.3	4.5

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	92	226	25	18	7
Future Vol, veh/h	15	92	226	25	18	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	123	301	33	24	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	334	0	-	0	464	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	163	-
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	1225	-	-	-	556	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1225	-	-	-	546	739
Mov Cap-2 Maneuver	-	-	-	-	546	-
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	866	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1225	-	-	-	589
HCM Lane V/C Ratio	0.016	-	-	-	0.057
HCM Control Delay (s)	8	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	467	168	15	49	21
Future Vol, veh/h	15	467	168	15	49	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	477	171	15	50	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	678	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	507	-
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	1388	-	-	-	418	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	412	873
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	605	-

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)	1388	-	-	-	490
HCM Lane V/C Ratio	0.011	-	-	-	0.146
HCM Control Delay (s)	7.6	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
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	8	137	183	11	3	3
Future Vol, veh/h	8	137	183	11	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	147	197	12	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	209	0	-	0	362	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	165	-
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	1362	-	-	-	637	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1362	-	-	-	633	844
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	864	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1362	-	-	-	723
HCM Lane V/C Ratio	0.006	-	-	-	0.009
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
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	3	442	213	3	8	7
Future Vol, veh/h	3	442	213	3	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	451	217	3	8	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	674	217
Stage 1	-	-	-	-	217	-
Stage 2	-	-	-	-	457	-
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	1349	-	-	-	420	823
Stage 1	-	-	-	-	819	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1349	-	-	-	419	823
Mov Cap-2 Maneuver	-	-	-	-	419	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	544
HCM Lane V/C Ratio	0.002	-	-	-	0.028
HCM Control Delay (s)	7.7	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	132	191	8	3	3
Future Vol, veh/h	8	132	191	8	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	142	205	9	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	365	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	160	-
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	1356	-	-	-	635	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	631	836
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	869	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1356	-	-	-	631	836
HCM Lane V/C Ratio	0.006	-	-	-	0.005	0.004
HCM Control Delay (s)	7.7	0	-	-	10.7	9.3
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	447	207	3	8	9
Future Vol, veh/h	3	447	207	3	8	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	-	-	-	175	0	200
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	456	211	3	8	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	214	0	-	0	673	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	462	-
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	1356	-	-	-	421	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	634	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	420	829
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1356	-	-	-	420	829
HCM Lane V/C Ratio	0.002	-	-	-	0.019	0.011
HCM Control Delay (s)	7.7	0	-	-	13.7	9.4
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	126	196	8	3	3
Future Vol, veh/h	9	126	196	8	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	135	211	9	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	366	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	155	-
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	1349	-	-	-	634	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1349	-	-	-	629	829
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1349	-	-	-	715
HCM Lane V/C Ratio	0.007	-	-	-	0.009
HCM Control Delay (s)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
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	3	452	201	3	8	9
Future Vol, veh/h	3	452	201	3	8	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	461	205	3	8	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	208	0	-	0	672	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	467	-
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	1363	-	-	-	421	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1363	-	-	-	420	836
Mov Cap-2 Maneuver	-	-	-	-	420	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	631	-

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)	1363	-	-	-	570
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.6	0	-	-	11.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	114	201	19	6	6
Future Vol, veh/h	15	114	201	19	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	123	216	20	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	236	0	-	0	371	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	155	-
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	1331	-	-	-	630	824
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	873	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1331	-	-	-	622	824
Mov Cap-2 Maneuver	-	-	-	-	622	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1331	-	-	-	709
HCM Lane V/C Ratio	0.012	-	-	-	0.018
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	455	201	19	17	14
Future Vol, veh/h	5	455	201	19	17	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	464	205	19	17	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	679	205
Stage 1	-	-	-	-	205	-
Stage 2	-	-	-	-	474	-
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	1345	-	-	-	417	836
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1345	-	-	-	415	836
Mov Cap-2 Maneuver	-	-	-	-	415	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	537
HCM Lane V/C Ratio	0.004	-	-	-	0.059
HCM Control Delay (s)	7.7	0	-	-	12.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	104	217	16	3	3
Future Vol, veh/h	16	104	217	16	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	112	233	17	3	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	250	0	-	0	379	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	146	-
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	1316	-	-	-	623	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	881	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1316	-	-	-	614	806
Mov Cap-2 Maneuver	-	-	-	-	614	-
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	697
HCM Lane V/C Ratio	0.013	-	-	-	0.009
HCM Control Delay (s)	7.8	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	467	168	15	49	21
Future Vol, veh/h	15	467	168	15	49	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	-	-	-	175	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	477	171	15	50	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	186	0	-	0	678	171
Stage 1	-	-	-	-	171	-
Stage 2	-	-	-	-	507	-
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	1388	-	-	-	418	873
Stage 1	-	-	-	-	859	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1388	-	-	-	412	873
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	605	-

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)	1388	-	-	-	490
HCM Lane V/C Ratio	0.011	-	-	-	0.146
HCM Control Delay (s)	7.6	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5