TRAFFIC IMPACT STUDY FOR

75 SOUTH LOGISTICS CENTER
DRI #2867

DATE:
January 22, 2019

LOCATION:
SR 42 at Colvin Drive and Pine Grove Road
Locust Grove, Henry County, Georgia

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Executive Summary

A new 2,615,250 square foot warehouse/distribution center development is planned to be located on the north and south sides of Colvin Drive, south of Pine Grove Road, east of SR 42 and east of the railroad, in the City of Locust Grove, Henry County, Georgia. The developoment is planned to be completed in two phases. The south 1,251,250 sf building is expected to be completed by 2021 and the entire development by 2023. The first phase will be accessed by three (3) driveways on the south side of Colvin Drive. The full build-out will have six (6) vehicular access intersections, three (3) intersections on Colvin Drive consisting of driveways on the north and south sides and three (3) on south side of Pine Grove Road, all between SR 42 (and the railroad tracks) and Davis Lake Road.

The first phase of the development will generate 135 AM and 48 PM entering with 40 AM and 130 exiting vehicles during peak weekday hours (of the adjacent roadway). The full build-out of the development will generate 261 AM and 92 PM entering with 78 AM and 250 exiting vehicles during peak weekday hours. Approximately1011 vehicles will enter and 1011 exit daily for the first phase, including 400 trucks. When fully built-out, the development will generate approximately 4,178 daily trips including approximately 837 entering and exiting trucks daily. The intersection capacity analyses assumed 80% of the personal vehicles and 90% of the trucks will originate and terminate south of Colvin Drive and the remainder to/from the north on SR 42.

The existing lane configurations and traffic control at the study intersections is adequate for existing traffic volumes, with the exception of the eastbound Bethlehem Rd and Market Place Blvd approaches to SR 42. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to consider installation.

With the addition of project-generated traffic for Phase 1 and for Full Build-out to the 2021 and 2023 No-Build scenarios, the study intersections' through traffic is expected to operate acceptably in both the AM and PM peak hours. However, the side street approaches at the stop sign controlled intersections on SR 42 are not expected to operate adequately during peak hours. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to consider installation. The site driveways intersections on Colvin Drive and on Pine Grove Road are expected to operate adequately with side-street stop sign control and combined movement single lane approaches.

Colvin Drive and Pine Grove Road are likely to require reconstruction to support the increased heavy vehicle traffic and the railroad crossings controls evaluated and possibly enhanced. Separate left and right turn lanes on the approaches to SR 42 on Colvin Dr and Pine Grove Rd are recommended.

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A. Introduction

A new 2,615,250 square foot warehouse/distribution center development is planned to be located on the north and south sides of Colvin Drive, south of Pine Grove Road, east of SR 42 and east of the railroad, in the City of Locust Grove, Henry County, Georgia.

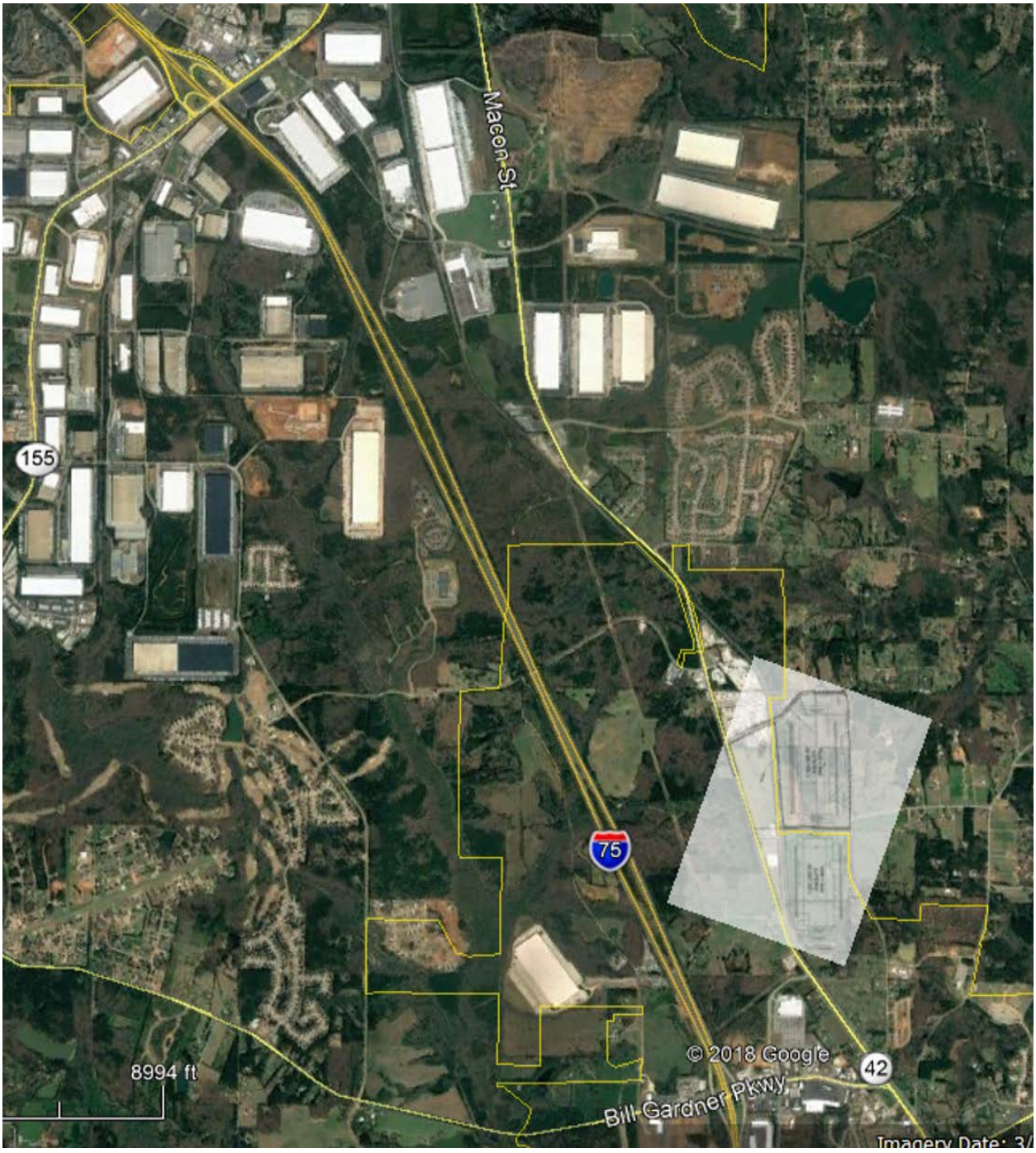
The developoment is planned to be completed in two phases. The south 1,251,250 sf building is expected to be completed by 2021 and the entire development by 2023. The first phase will be accessed by three (3) driveways on the south side of Colvin Drive.

The full build-out will have six (6) vehicular access intersections, three (3) intersections on Colvin Drive consisting of driveways on the north and south sides and three (3) on south side of Pine Grove Road, all between SR 42 (and the railroad tracks) and Davis Lake Road.

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 the Appendix.

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 Descrioption

B.1. Phasing

The developoment is planned to be completed in two phases. The south 1,251,250 sf building is expected to be completed by 2021 and the entire development by 2023.

B.2. Transportation Facilities and LOS Standards

SR 42 is a two-lane undivided roadway with a 55 MPH posted speed limit at Colvin Dr. The adjacent land uses are industrial, undeveloped/agricultural, residential, and retail in the study area.

Colvin Drive is a two-lane undivided roadway with a 45 MPH posted speed limit. The adjacent land uses are industrial and undeveloped/agricultural in the study area.

Pine Grove Rd is a narrow local road with a 25 MPH posted speed limit. The adjacent land uses are industrial, residential, and undeveloped/agricultural.

LOS D will be considered the minimum standard unless existing conditions are lower.

B.3. Transit

There is no transit available adjacent to the site.

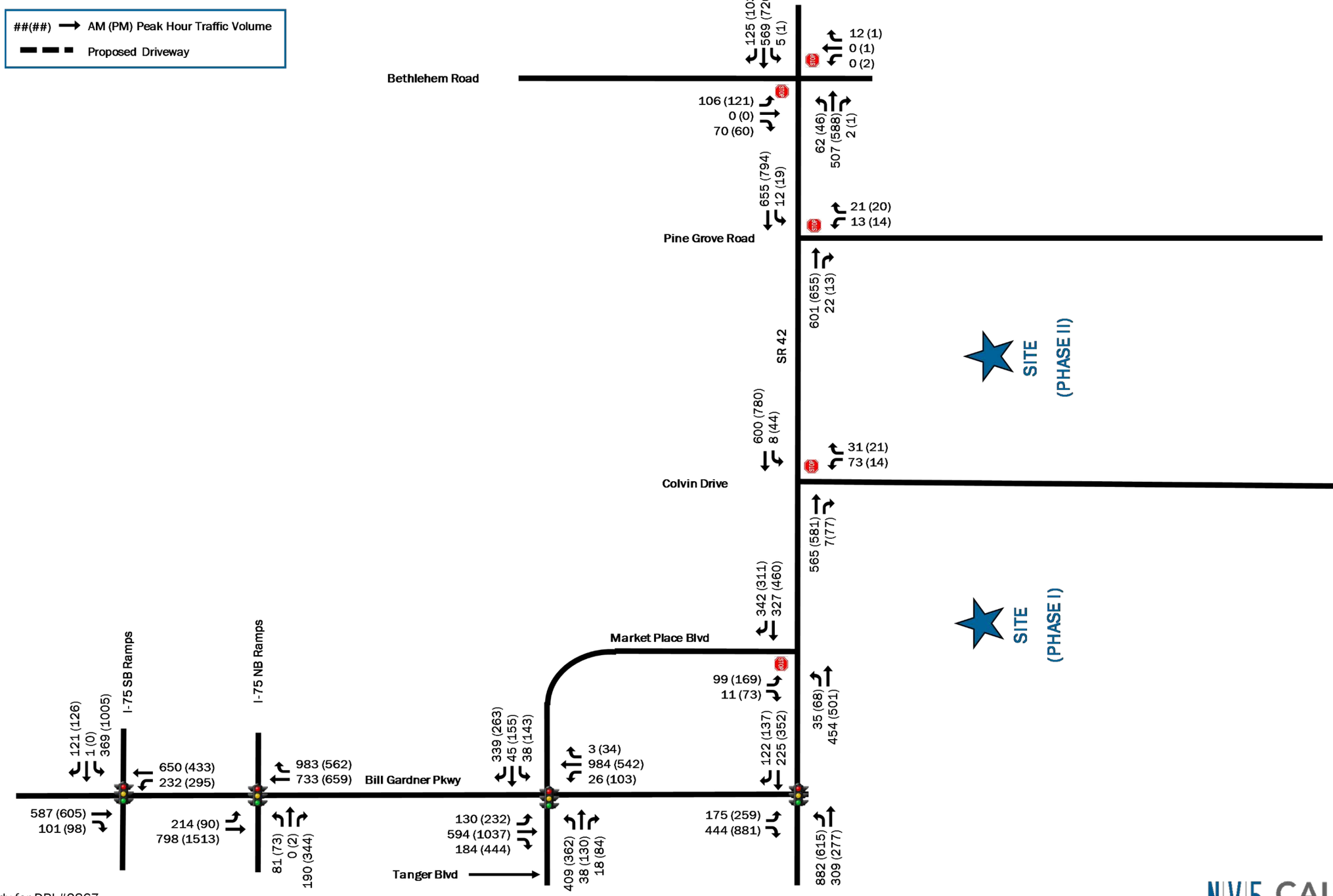
B.4. Pedestrian and Bicycle Facilitiest

There are no pedestrian or bicycle facilities adjacent to the site.

B.5. Traffic Volumes

Traffic counts were collected on Thursday, February 15, 2018 while public schools were in session. From the counts, the peak hour for the AM turning movements is 7:15 to 8:15 AM and the peak hour for the PM turning movements is 5:00 to 6:00 PM. In addition, 24-hour vehicular counts were also collected on the same day on adjacent roadways. Figure 2 shows the study intersection existing peak hour turning movement counts. A 24-hour bidirectional vehicular count was collected on SR 42 near the site on the same day. There were 15,402 vehicles counted, including 234 trucks with over three (3) axles in both directions. The count worksheets are included in the Appendix.

Figure 2: Existing Turning Movement Counts



C. Future Conditions

C.1. No Build (Background) Growth

The 2018 existing volumes were increased by 1.5% annually (for a conservative growth estimate) for three (3) and five (5) years (for 2021 and 2023 volumes) primarily based on the previous ten (10) years of Georgia Department of Transportation historical data collected at Count Station #1510334 located on SR 42 near the site to approximate the background traffic growth from outside the study area. In addition, specific new trip volumes at the study intersections expected to be generated by the DRI 2775 (Gardiner 42), DRI 2584 (Clayco Part 1), and DRI 2699 (Clayco Part 2) new warehouse developments was included in the full completion analyses. Only the DRI 2775 traffic was included in the first phase analyses (in addition to the annual growth rate). The No Build (background) 2021 and 2023 traffic volumes are shown in Figures 3 & 4.

C.2. Planned/programed Imparovementst

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, City of Locust Grove and Henry 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 #HE-126B GDOT PI 0000562 Bill Gardner Pkwy widening SR 155 to I-75, 2 lanes to 4 to Lester Mill Rd & to 6 lanes to I-75 (total 3.4 miles) network year 2030. LR 2024-2030 funding $14,400,000 Federal & $3,600,000 local/private.

ARC #AR-955 GDOT PI TBD New I-75 interchange at Bethlehem Rd network year 2040. LR 2031-2040 funding $20,000,000 Federal & $5,000,000 State.

ARC #AR-318 GDOT PI 0014203 Northbound only Commercial Vehicle Lanes on I-75 from SR 155 to I-475 network year 2030. ROW & Construction LR 2024-2030 full funding $578,230,791 Federal & $145,535,563 State.

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.

Source: GDOT PI #0013988

Figure 3: No-Build 2021 Traffic Volumes

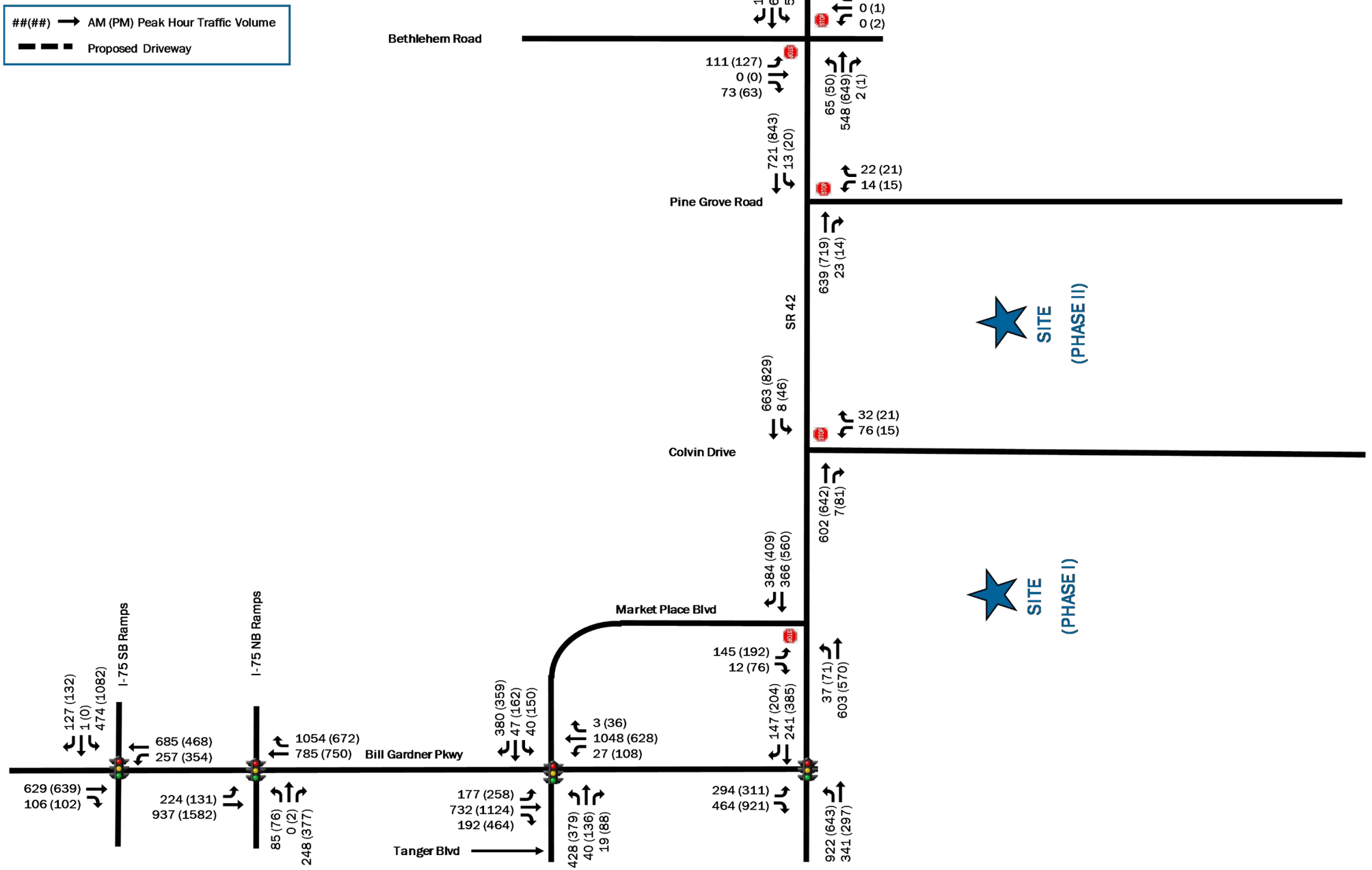


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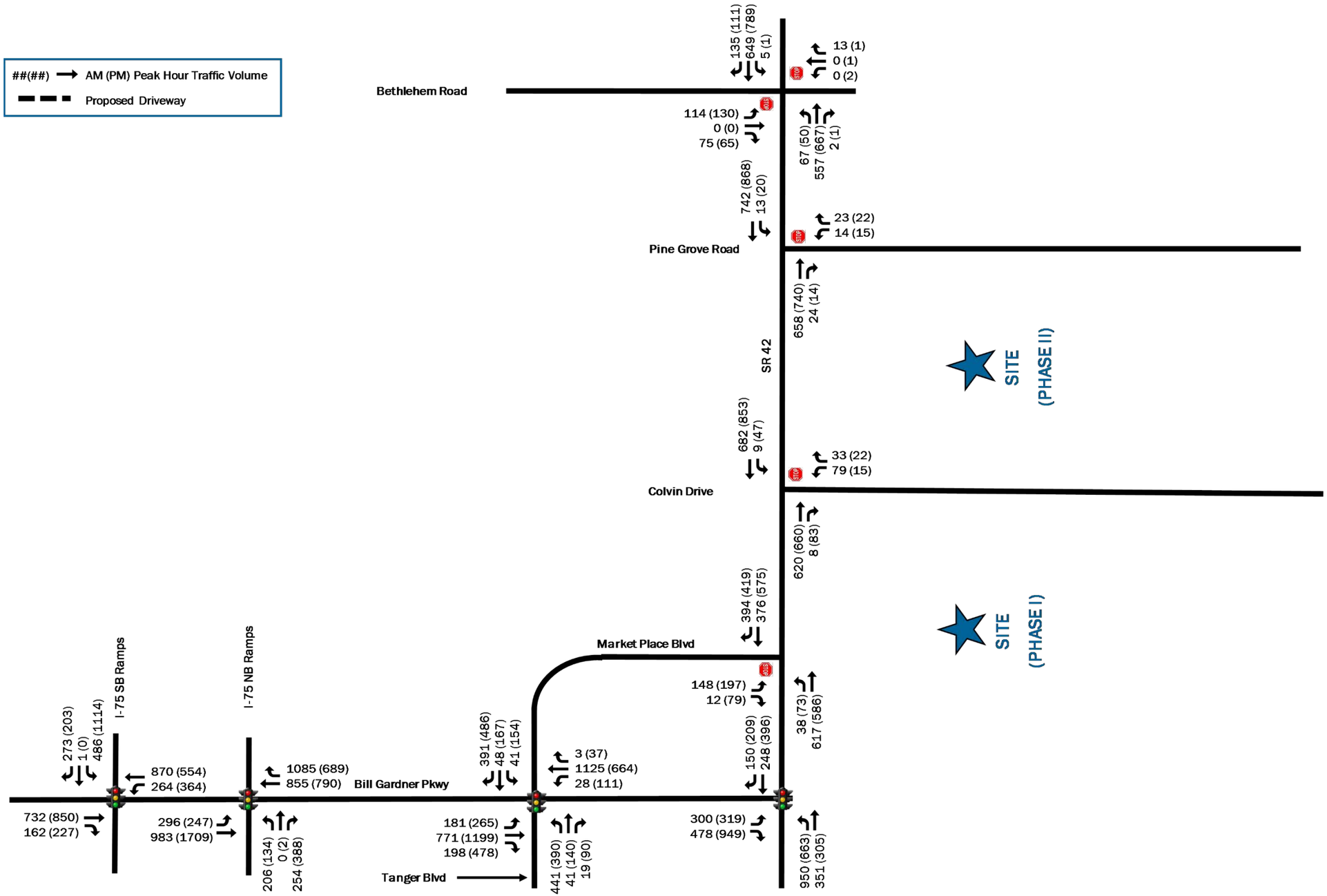
Figure 4: No-Build 2023 Traffic Volumes



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C.3. Project Trip Generation

Table 1 summarizes the project trip generation calculated using the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition, 2017.

Table 1: Project Trip Generation

Phase 1 1,251,250 sf Warehouse Distribution Center (150		Total	Inbound	Outbound
Total Trips Generated	Daily	2,022	1,011	1,011
	AM Peak Hour	175	135	40
	PM Peak Hour	178	48	130
Trucks	Daily	800	400	400
(based on Trip Generation	AM Peak Hour	38	29	9
	PM Peak Hour	50	14	36
Personal Vehicles	Daily	1,222	611	611
	AM Peak Hour	137	106	31
	PM Peak Hour	128	34	94

Full 2,615,250 sf Warehouse Distribution Center (150 LUC)		Total	Inbound	Outbound
Total Trips Generated	Daily	4,178	2,089	2,089
	AM Peak Hour	339	261	78
	PM Peak Hour	342	92	250
Trucks	Daily	1,674	837	837
(based on Trip Generation	AM Peak Hour	78	60	18
	PM Peak Hour	105	28	77
Personal Vehicles	Daily	2,504	1,252	1,252
	AM Peak Hour	261	201	60
	PM Peak Hour	237	64	173

No Modal Split or Pass-By/Diverted Trips trip generation reduction is expected.

C.4. Trip Distribution and Assignment

The directional distribution of the new vehicular trips to be generated by the development was based on the trips distribution from DRI #2775, Gardner 42, KHA Feb. 2018 TIA as follows:

10% new truck trips & 20% of the new passenger car trips via SR 42 north of the site
90% new truck trips & 80% of the new passenger car trips via SR 42 south of the site as follows:

- 5% new truck trips & 10% of the new passenger car trips via SR 42 south of Bill Gardner Pkwy
- 35% new truck trips & 20% of the new passenger car trips via I-75 south of Bill Gardner Pkwy
- 50% new truck trips & 40% of the new passenger car trips via I-75 north of Bill Gardner Pkwy
- 10% of the new passenger car trips via Bill Gardner Pkwy west of I-75

The future site traffic is shown in Figures 5 & 6 and the 2021 and 2023 Build traffic volumes are shown in Figures 7 & 8.

Figure 5: Phase 1 Project Development Trips

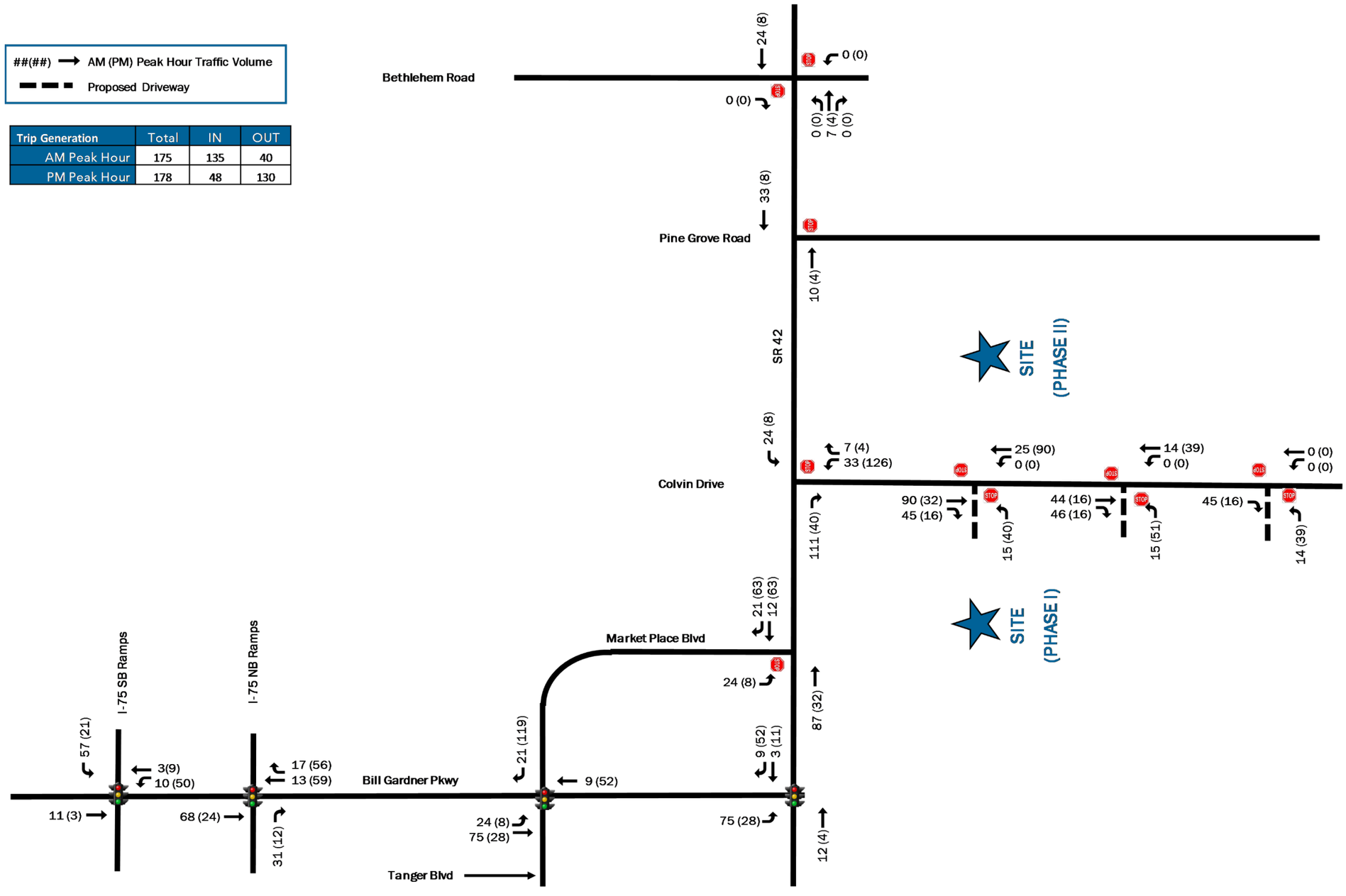
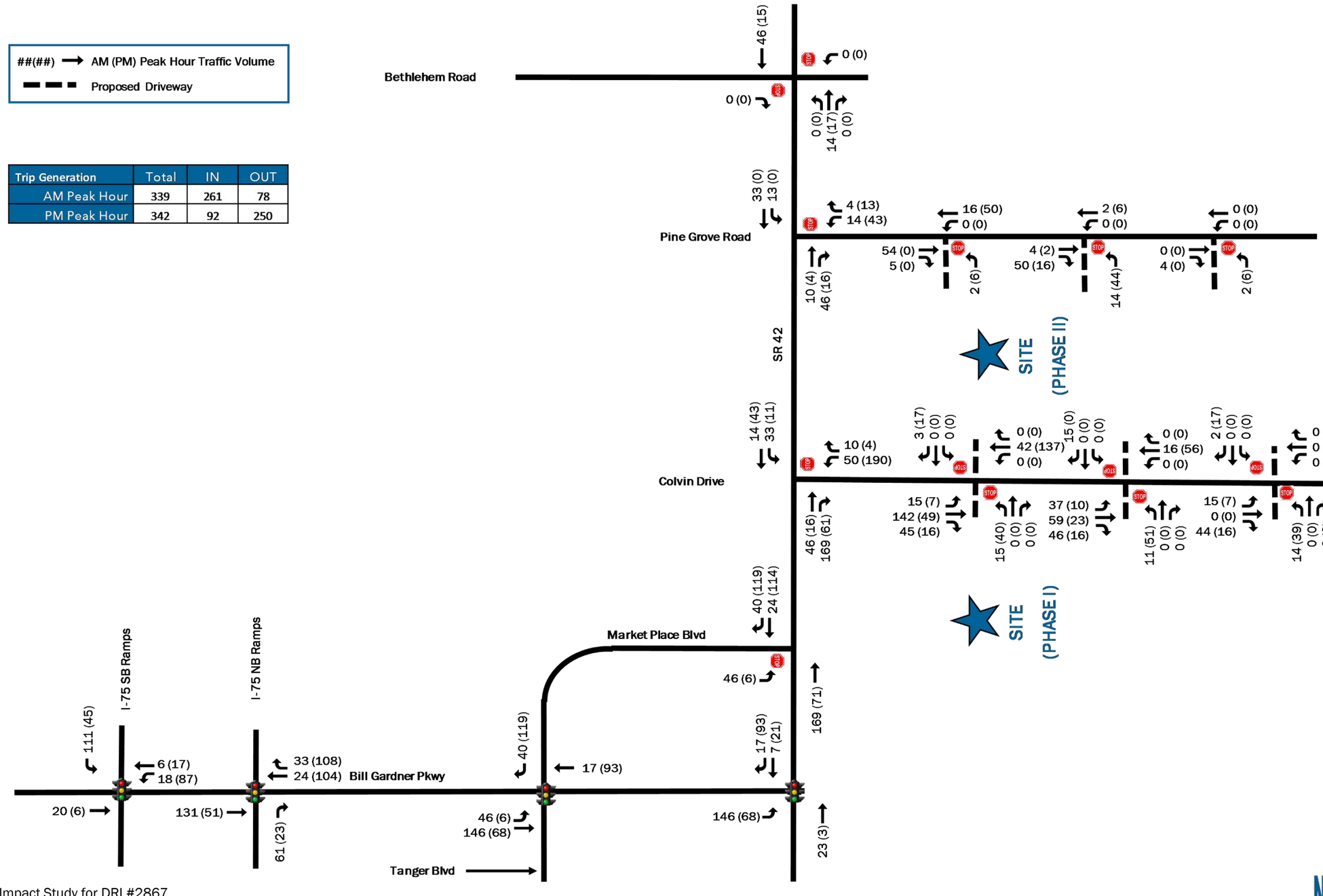


Figure 6: Full Build-out Project Development Trips



Trip Generation	Total	IN	OUT
AM Peak Hour	339	261	78
PM Peak Hour	342	92	250

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Figure 7: Phase 1 2021 Build Traffic Volumes

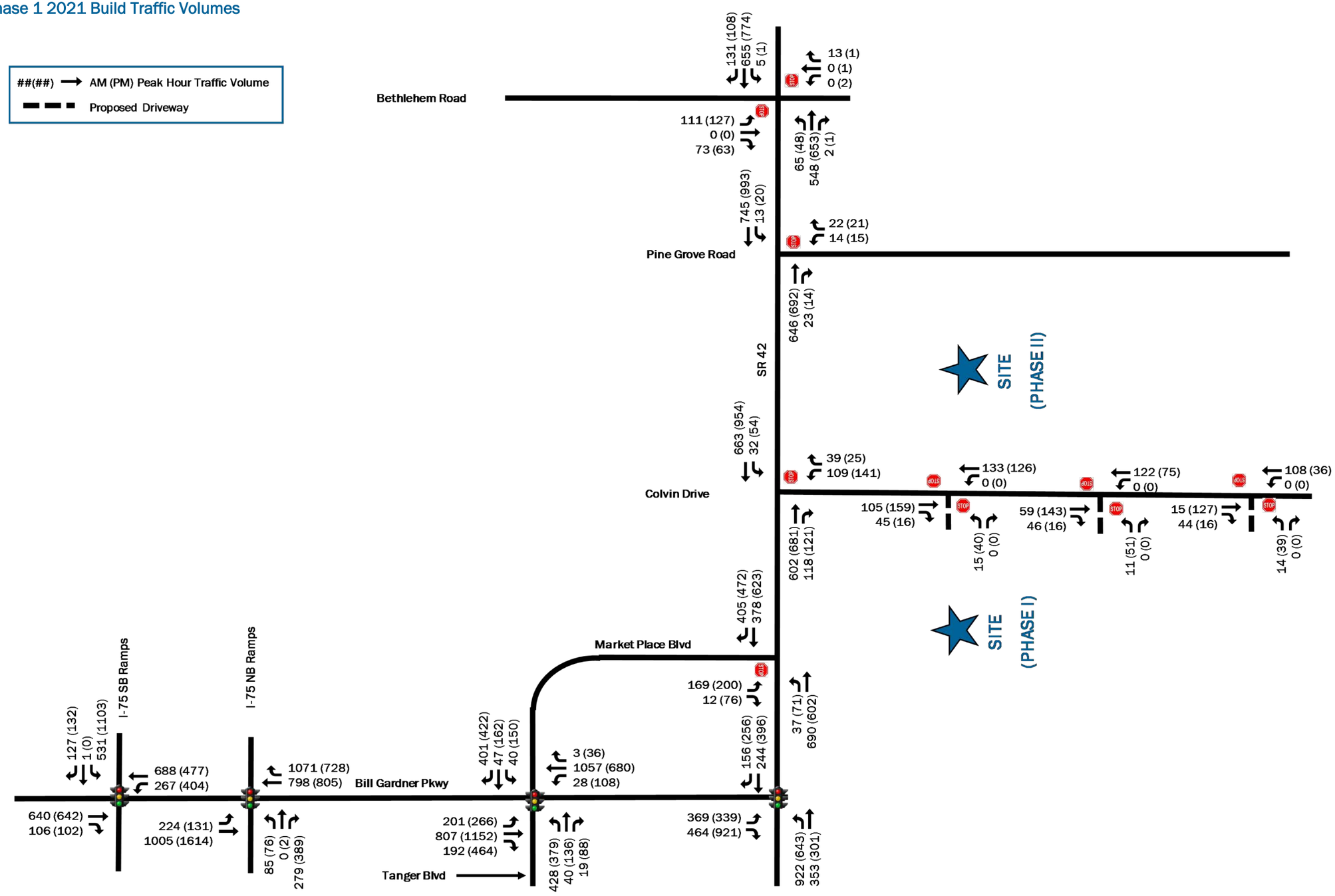
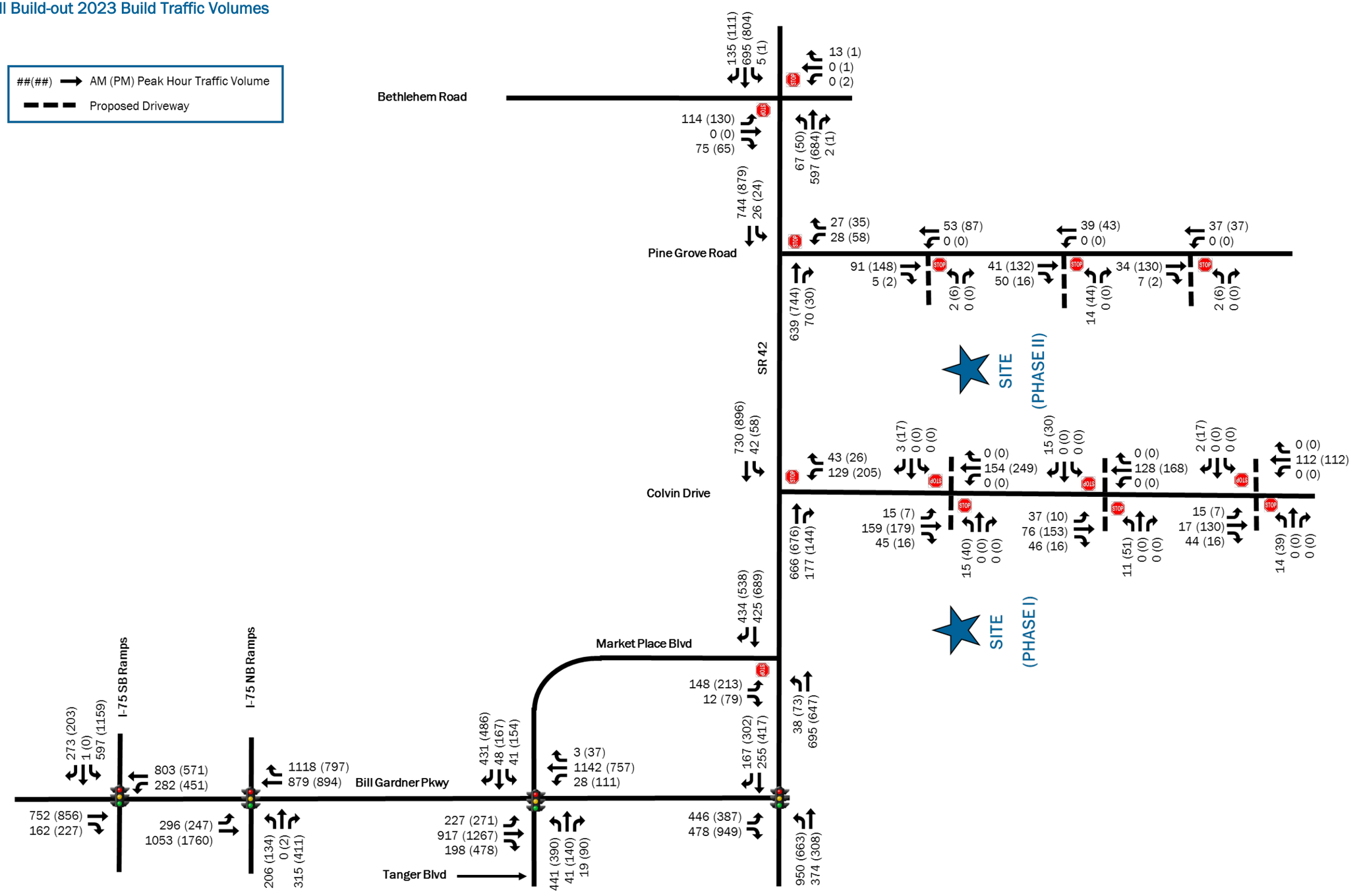


Figure 8: Full Build-out 2023 Build Traffic Volumes



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D. Traffic Impact Analyses

The analysis in each of the scenarios for the study was performed using the traffic analysis software Synchro® 10. Average vehicular delays are calculated and reported as Levels of Service (LOS) as defined by the Highway Capacity Manual (HCM). Worksheets are included in the Appendix.

D.1. Existing Capacity Analysis

The results of the Existing Traffic Volumes' capacity analysis are shown in Table 2.

Table 2: Existing Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Colvin Dr at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	8.7	A	9.1	A
		WB	30.5	D	23.9	C
Bethlehem Rd/Michaels Dr at SR 42	Existing Side Street Stop	NBL	9.7	A	9.9	A
		SBL	8.6	A	8.7	A
		EB	234.1	F	297.3	F
		WB	12.2	B	42.2	E
	Signal	Overall	8.9	A	9.3	A
	Roundabout	Overall	7.9	A	9.2	A
Market Place Blvd at SR 42	Existing Side Street Stop	NBL	8.2	A	8.6	A
		SBL	0	A	0	A
		EB	29.6	D	70.7	F
	Signal	Overall	7.5	A	8.3	A
	Roundabout	Overall	6.1	A	6.6	A
Pine Grove Rd at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.1	A	9.3	A
		WB	22.9	C	29.6	D
Bill Gardner Pkwy at SR 42	Signal	Overall	24.5	C	22.2	C
Tanger Blvd at Bill Gardner Pky	Signal	Overall	37.3	D	35.3	D
I-75 NB at Bill Gardner Pkwy	Signal	Overall	12.8	B	7.3	A
I-75 SB at Bill Gardner Pkwy	Signal	Overall	18.9	B	25.2	C

All of the study intersections operate adequately overall during weekday peak hours except for eastbound Bethlehem Rd and Market Place Blvd approaches to SR 42. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Additional counts and signal warrant analyses are required to consider installation (if side street left-turns exceed 75 per hour for 8 hours of the day).

D.2. No-Build Capacity Analysis

The results of the 2021 No-Build capacity analysis are shown in Table 3.

Table 3: 2021 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Colvin Dr at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	8.8	A	9.3	A
		WB	38.4	E	28.3	D
	Signal	Overall	7.2	A	5.6	A
	Roundabout	Overall	8.1	A	10.0	B
Bethlehem Rd/Michaels Dr at SR 42	Existing Side Street Stop	NBL	10.1	B	10.2	B
		SBL	8.8	A	8.9	A
		EB	396.3	F	460.1	F
		WB	12.6	B	50.7	E
	Signal	Overall	10.2	B	10.4	B
	Roundabout	Overall	8.8	A	9.6	A
Market Place Blvd at SR 42	Existing Side Street Stop	A	8.4	A	9.0	A
		SBL	0	A	0	A
		EB	102.7	F	194.6	F
	Signal	Overall	8.5	A	8.9	A
	Roundabout	Overall	7.9	A	7.8	A
Pine Grove Rd at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.3	A	9.6	A
		WB	26.8	C	36.4	E
	Signal	Overall	6.0	A	6.4	A
	Roundabout	Overall	9.6	A	11.5	B
Bill Gardner Pkwy at SR 42	Signal	Overall	49.4	D	30.8	C
Tanger Blvd at Bill Gardner Pky	Signal	Overall	38.8	D	40.0	D
I-75 NB at Bill Gardner Pkwy	Signal	Overall	12.8	B	8.2	A
I-75 SB at Bill Gardner Pkwy	Signal	Overall	22.5	C	32.1	C

All of the study intersections are expected to operate adequately overall in 2021 during weekday peak volume hours except for the Colvin Dr, Bethelehem Rd/Michaels Dr, Pine Grove Rd, and Market Place Blvd approaches to SR 42. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to determine if the side-street left-turn volumes will exceed 75 per hour for 8 hours of the day while the through traffic exceeds 900 per hour at each intersection to consider installation of a traffic signal.

The results of the 2023 No-Build capacity analysis are shown in Table 3.

Table 4: 2023 No-Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Colvin Dr at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	8.9	A	9.4	A
		WB	43.8	E	29.8	D
	Signal	Overall	7.2	A	5.7	A
	Roundabout	Overall	8.4	A	10.5	B
Bethlehem Rd/Michaels Dr at SR 42	Existing Side Street Stop	NBL	10.3	B	10.3	B
		SBL	8.8	A	9.0	A
		EB	463	F	558	F
		WB	12.7	B	55.8	E
	Signal	Overall	10.8	B	10.4	B
	Roundabout	Overall	9.1	A	10.0	B
Market Place Blvd at SR 42	Existing Side Street Stop	NBL	8.4	A	9.1	A
		SBL	0	A	0	A
		EB	122.2	F	226.7	F
	Signal	Overall	8.6	A	9.1	A
	Roundabout	Overall	8.1	A	8.0	A
Pine Grove Rd at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.4	A	9.7	A
		WB	28.2	C	38.7	E
	Signal	Overall	6.1	A	6.1	A
	Roundabout	Overall	9.9	A	12.1	B
Bill Gardner Pkwy at SR 42	Signal	Overall	56.9	E	33.3	C
Tanger Blvd at Bill Gardner Pky	Signal	Overall	42.2	D	40.7	D
I-75 NB at Bill Gardner Pkwy	Signal	Overall	17.8	B	11.0	B
I-75 SB at Bill Gardner Pkwy	Signal	Overall	25.3	C	40.0	D

All of the study intersections are expected to operate adequately overall in 2023 during weekday peak volume hours except for the Colvin Dr, Bethelehem Rd/Michaels Dr, Pine Grove Rd, and Market Place Blvd approaches to SR 42. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to determine if the side-street left-turn volumes will exceed 75 per hour for 8 hours of the day while the through traffic exceeds 900 per hour at each intersection to consider installation of a traffic signal. The Bill Gardner Pkwy at SR 42 intersection is expected to operate inadequately during the morning peak hour with the current lane configurations.

D.3. Build Conditions Capacity Analysis

The results of the Build conditions intersection capacity analysis are shown in Table 5.

Table 5: 2021 Phase 1 Build Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Colvin Dr at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.3	A	9.5	A
		WB	92.0	F	340.3	F
	Signal	Overall	7.4	A	8.9	A
	Roundabout	Overall	9.4	A	16.7	C
Bethlehem Rd/Michaels Dr at SR 42	Existing Side Street Stop	NBL	10.3	B	10.2	B
		SBL	8.8	A	9.0	A
		EB	435.7	F	483.9	F
		WB	12.6	B	51.8	F
	Signal	Overall	10.6	B	10.5	B
	Roundabout	Overall	9.0	A	9.7	A
Market Place Blvd at SR 42	Existing Side Street Stop	NBL	8.4	A	9.3	A
		SBL	0	A	0	A
		EB	227.7	F	292.1	F
	Signal	Overall	9.8	A	9.3	A
	Roundabout	Overall	9.5	A	8.5	A
Pine Grove Rd at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.3	A	9.6	A
		WB	27.9	D	36.9	E
	Signal	Overall	6.0	A	5.9	A
	Roundabout	Overall	9.9	A	15.2	C
Bill Gardner Pkwy at SR 42	Signal	Overall	59.1	E	34.1	C
Tanger Blvd at Bill Gardner Pky	Signal	Overall	38.5	D	40.6	D
I-75 NB at Bill Gardner Pkwy	Signal	Overall	16.1	B	15.2	B
I-75 SB at Bill Gardner Pkwy	Signal	Overall	27.3	C	31.7	C
Driveway 1 at Colvin Dr	Side Street Stop	NB	10.1	B	10.6	B
		EB	0	A	0	A
		WB	0	A	0	A
Driveway 2 at Colvin Dr	Side Street Stop	NB	9.7	A	10.2	B
		EB	0	A	0	A
		WB	0	A	0	A
Driveway 3 at Colvin Dr	Side Street Stop	NB	9.3	A	9.7	A
		EB	0	A	0	A
		WB	0	A	0	A

All of the study intersections through movements on SR 42 and Bill Gardner Parkway are expected to operate adequately in 2021 with the Phase 1 new traffic during weekday peak volume hours. The side street approaches to SR 42 of Colvin Dr, Bethelehem Rd/Michaels Dr, Pine Grove Rd, and Market Place Blvd are not expected to operate adequately with the existing stop sign controls. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to determine if the side-street left-turn volumes will exceed 75 per hour for 8 hours of the day while the through traffic exceeds 900 per hour at each intersection to consider installation of a traffic signal. The Bill Gardner Pkwy at SR 42 intersection is expected to operate inadequately during the morning peak hour with the current lane configurations. The site driveways intersections are will operate adequately with stop sign control and combined movement single lane approaches.

Table 6: 2023 Full Build-Out Capacity Analysis

Intersection	Control	Movement	AM		PM	
			Delay (s)	LOS	Delay (s)	LOS
Colvin Dr at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.9	A	9.8	A
		WB	267.9	F	838.2	F
	Signal	Overall	7.8	A	10.6	B
	Roundabout	Overall	11.6	B	17.5	C
Bethlehem Rd/Michaels Dr at SR 42	Existing Side Street Stop	NBL	10.5	B	10.4	B
		SBL	9.0	A	9.1	A
		EB	617.8	F	607.8	F
		WB	13.2	B	58.8	F
	Signal	Overall	11.1	B	10.7	B
	Roundabout	Overall	9.9	A	10.3	B
Market Place Blvd at SR 42	Existing Side Street Stop	NBL	8.6	A	9.6	A
		SBL	0	A	0	A
		EB	212.1	F	448.3	F
	Signal	Overall	9.1	A	9.9	A
	Roundabout	Overall	9.4	A	9.6	A
Pine Grove Rd at SR 42	Existing Side Street Stop	NB	0	A	0	A
		SBL	9.6	A	9.8	A
		WB	42.7	E	162.6	F
	Signal	Overall	6.3	A	7.6	A
	Roundabout	Overall	10.7	B	13.8	B
Bill Gardner Pkwy at SR 42	Signal	Overall	81.8	F	45.9	D
Tanger Blvd at Bill Gardner Pky	Signal	Overall	48.2	D	42.3	D
I-75 NB at Bill Gardner Pkwy	Signal	Overall	18.5	B	11.8	B
I-75 SB at Bill Gardner Pkwy	Signal	Overall	28.1	C	49.0	D

Driveways 1 & 6 at Colvin Dr	Side Street Stop Control	NB	11.4	B	13.1	B
		SB	9.1	A	9.7	A
		EBL	7.6	A	7.8	A
		WB	0	A	0	A
Driveways 2 & 5 at Colvin Dr	Side Street Stop Control	NB	11.0	B	12.2	B
		SB	9.0	A	9.3	A
		EBL	7.5	A	7.6	A
		WB	0	A	0	A
Driveways 3 & 4 at Colvin Dr	Side Street Stop Control	NB	9.8	a	10.9	B
		SB	8.8	A	8.9	A
		EBL	7.5	A	7.5	A
		WB	0	A	0	A
Driveway 7 at Pine Grove Rd	Side Street Stop	NB	9.3	A	9.9	A
		EB	0	A	0	A
		WB	0	A	0	A
Driveway 8 at Pine Grove Rd	Side Street Stop	NB	9.1	A	9.8	A
		EB	0	A	0	A
		WB	0	A	0	A
Driveway 9 at Pine Grove Rd	Side Street Stop	NB	8.9	A	9.5	A
		EB	0	A	0	A
		WB	0	A	0	A

All of the study intersections through movements on SR 42 and Bill Gardner Parkway are expected to operate adequately in 2023 with the full Build-Out new traffic during weekday peak volume hours. The side street approaches to SR 42 of Colvin Dr, Bethelehem Rd/Michaels Dr, Pine Grove Rd, and Market Place Blvd are not expected to operate adequately with the existing stop sign controls. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to determine if the side-street left-turn volumes will exceed 75 per hour for 8 hours of the day while the through traffic exceeds 900 per hour at each intersection to consider installation of a traffic signal. The Bill Gardner Pkwy at SR 42 intersection is expected to operate inadequately during the morning peak hour with the current lane configurations. The site driveways intersections on Colvin Drive and on Pine Grove Road are expected to operate adequately with side-street stop sign control and combined movement single lane approaches.

Although not related to capacity restraints, Colvin Drive and Pine Grove Road are likely to require reconstruction to support the increased heavy vehicle traffic and the railroad crossings controls evaluated and possibly enhanced. Separate left and right turn lanes on the approaches to SR 42 on both Colvin Drive and Pine Grove Road are recommended for investigation to minimize significant delays for right turning vehicles.

E. Recommendations

A new 2,615,250 square foot warehouse/distribution center development is planned to be located on the north and south sides of Colvin Drive, south of Pine Grove Road, east of SR 42 and east of the railroad, in the City of Locust Grove, Henry County, Georgia. The developoment is planned to be completed in two phases. The south 1,251,250 sf building is expected to be completed by 2021 and the entire development by 2023. The first phase will be accessed by three (3) driveways on the south side of Colvin Drive. The full build-out will have six (6) vehicular access intersections, three (3) intersections on Colvin Drive consisting of driveways on the north and south sides and three (3) on south side of Pine Grove Road, all between SR 42 (and the railroad tracks) and Davis Lake Road.

The first phase of the development will generate 135 AM and 48 PM entering with 40 AM and 130 exiting vehicles during peak weekday hours (of the adjacent roadway). The full build-out of the development will generate 261 AM and 92 PM entering with 78 AM and 250 exiting vehicles during peak weekday hours. Approximately1011 vehicles will enter and 1011 exit daily for the first phase, including 400 trucks. When fully built-out, the development will generate approximately 4,178 daily trips including approximately 837 entering and exiting trucks daily. The intersection capacity analyses assumed 80% of the personal vehicles and 90% of the trucks will originate and terminate south of Colvin Drive and the remainder to/from the north on SR 42.

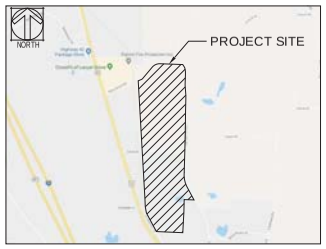
The existing lane configurations and traffic control at the study intersections is adequate for existing traffic volumes, with the exception of the eastbound Bethlehem Rd and Market Place Blvd approaches to SR 42. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to consider installation.

With the addition of project-generated traffic for Phase 1 and for Full Build-out to the 2021 and 2023 No-Build scenarios, the study intersections' through traffic is expected to operate acceptably in both the AM and PM peak hours. However, the side street approaches at the stop sign controlled intersections on SR 42 are not expected to operate adequately during peak hours. Installation of modern design single-lane roundabouts or traffic signals would be expected to provide adequate operations at these two intersections during peak hours. Signal warrant analyses are required to consider installation. The site driveways intersections on Colvin Drive and on Pine Grove Road are expected to operate adequately with side-street stop sign control and combined movement single lane approaches.

Although not related to capacity restraints, Colvin Drive and Pine Grove Road are likely to require reconstruction to support the increased heavy vehicle traffic and the railroad crossings controls evaluated and possibly enhanced. Separate left and right turn lanes on the approaches to SR 42 on Colvin Dr and Pine Grove Rd are recommended to minimize delays for right turning vehicles.

APPENDIX

E&A# 18-066
DRI# 2867



VICINITY MAP
NOT TO SCALE

PROJECT INFORMATION

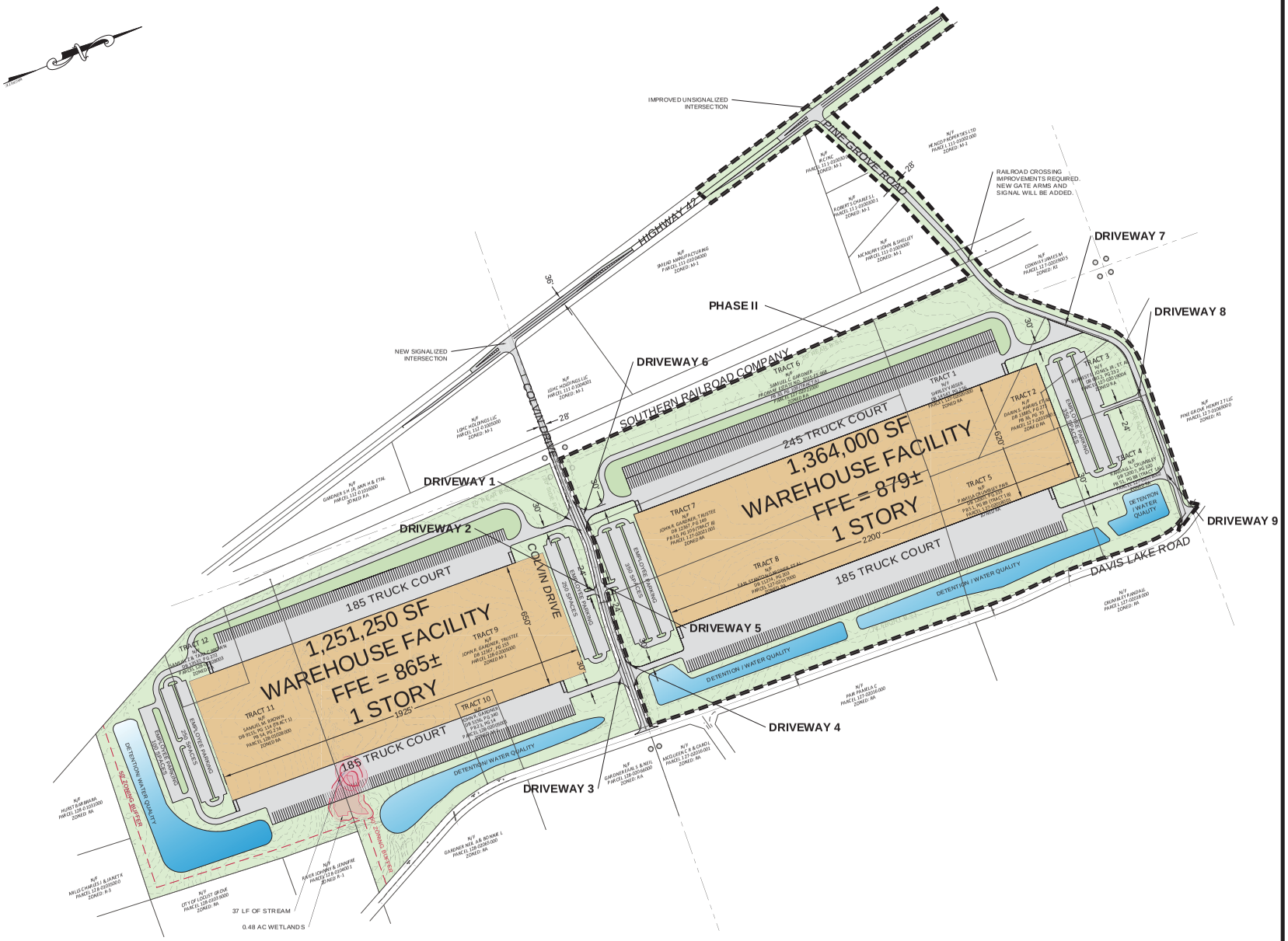
ACREAGE:	TOTAL	±178.94 AC
	STREAM & WETLAND BUFFERS	±1.42 AC
LOCATION:	STREET	COLVIN DRIVE
	JURISDICTION	LOCUST GROVE
	PARCEL(S)	128-02005000, 128-02005001, 128-01028000, 128-01028003, 127-02017000, 127-02021001,127-02021000 , 127-02020000, 127-02029004. 127-02019003,127-02018002, & 127-02018001
YIELD:	BUILDING COVER	33.6%
	IMPERVIOUS COVER	65.0%
	GREENSPACE	35.0%
	DENSITY:	14,615 SF/ACRE
BUILDINGS :	BUILDING 1	1,251,250 S.F.
	BUILDING 2	1,364,000 S.F.
	TOTAL	2,615,250 S.F.
PAVEMENT:	PARKING SPACES	±1300
	-REQUIRED	523
	TRAILER STORAGE (DEDICATED)	±800
SERVICES:	SEWER DEMAND	32,500 GPD
	WATER DEMAND	32,500 GPD

ADDITIONAL SITE DATA

- SITE IS LOCATED 100% IN CITY OF LOCUST GROVE, WITH SR 42 TO THE EAST, IN HENRY COUNTY.
- SR 42 IS A GDOT ROAD (DISTRICT 7)
- PRESENT ZONING CLASSIFICATION = LIGHT INDUSTRIAL (M-1), HEAVY DENSITY RESIDENTIAL (R3), RESIDENTIAL AGRICULTURAL (RA).
- PROPOSED USE = WAREHOUSE/DISTRIBUTION
- PROPOSED MINIMUM LOT SIZE = 30,000 S.F.
- ESTIMATED IMPERVIOUS SURFACE AREA = 5,052,960 S.F. = 116 AC
- THERE ARE STATE WATERS LOCATED ON THE SUBJECT PROPERTY
- THERE ARE WETLANDS LOCATED ON THE SUBJECT PROPERTY
- CURRENTLY THE PROPERTIES ARE USED FOR SINGLE-FAMILY HOMES.

GRAPHIC SCALE

(IN FEET)
1 inch = 200 ft.



DRI SITE PLAN

75 SOUTH LOGISTICS CENTER
CITY OF LOCUST GROVE, HENRY COUNTY, GA

JANUARY 16, 2019

REVISIONS	
01-16-19	DRAFT COMM.
12-31-18	DRAFT COMM.
09-04-18	DRAFT COMM.

TRAFFIC ENGINEER
CALYX ENGINEERS AND CONSULTANTS
1255 CANTON STREET
SUITE G
ROSWELL, GA 30075

CONTACT: RANDALL PARKER
(770) 316-1452

DEVELOPER
TRAMMELL CROW COMPANY
3280 PEACHTREE ROAD
SUITE 1400
ATLANTA, GA 30305

CONTACT: CHRIS EAGEN
(404) 573-3087

CIVIL ENGINEER
EBERLY & ASSOCIATES, INC.
2951 FLOWERS ROAD SOUTH
SUITE 119
ATLANTA, GEORGIA 30341

CONTACT: LAUREN MALONEY, P.E.
(770) 452-7849

TEL 770.452.7849 FAX 770.452.0086
2951 FLOWERS ROAD SOUTH, SUITE 119
ATLANTA, GEORGIA 30341
WWW.EBERLY.NET

LAND PLANNING
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE

E&A EBERLY & ASSOCIATES

Prepared by National Data & Surveying Services

SR 42 & Colvin Dr

Peak Hour Turning Movement Count

ID: 18-9077-001
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SR 42 — SOUTHBOUND

	U-Turn	Right	Thru	Left	Exit
AM	0	612	9	0	611
NOON	0	0	0	0	0
PM	0	780	44	0	601
Lanes	0	1	0	0	

Colvin Dr — EASTBOUND

	AM	NOON	PM	Lanes
Exit	0	0	0	
U-Turn	0	0	0	0
Left	0	0	0	0
Thru	0	0	0	0
Right	0	0	0	0

Colvin Dr — WESTBOUND

	Lanes	PM	NOON	AM
Right	0	20	0	31
Thru	1	0	0	0
Left	0	14	0	73
U-Turn	0	0	0	0
Exit		121	0	16

SR 42 — NORTHBOUND

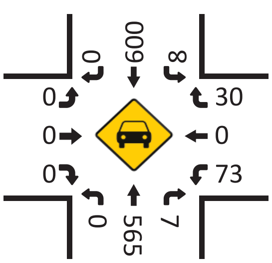
	Exit	U-Turn	Left	Thru	Right
Lanes		0	0	1	0
PM	794	0	0	581	77
NOON	0	0	0	0	0
AM	685	0	0	580	7

CONTROL

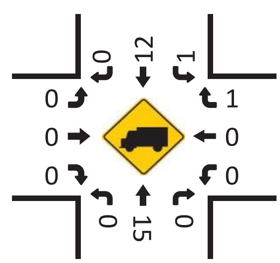
1-Way Stop (WB)

	AM	NOON	PM
TEV	1312	0	1516
PHF	0.85		0.91

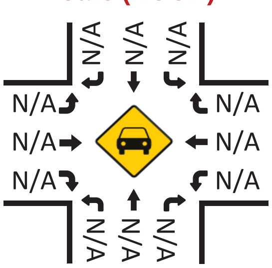
Cars (AM)



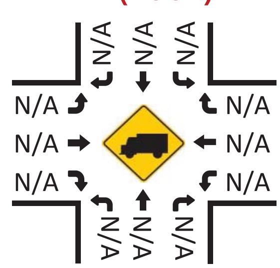
HT (AM)



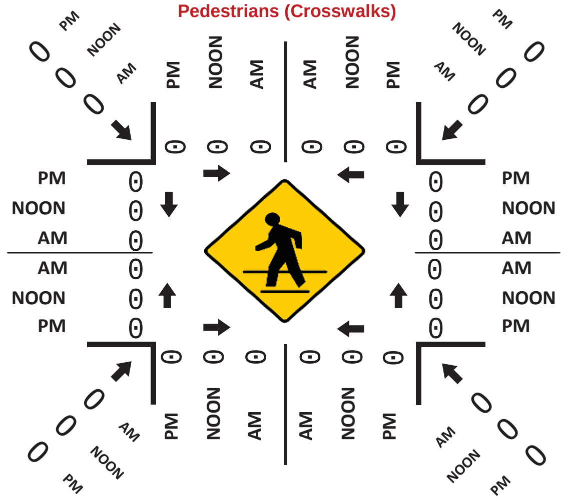
Cars (NOON)



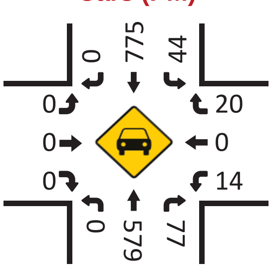
HT (NOON)



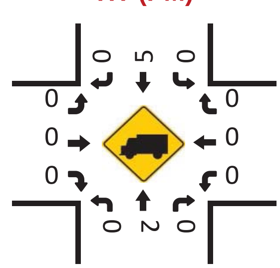
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-9077-001
Location: SR 42 & Colvin Dr
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 42 Northbound						SR 42 Southbound						Colvin Dr Eastbound						Colvin Dr Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	102	2	0	0	104	1	115	0	0	0	116	0	0	0	0	0	0	10	0	9	0	0	19	239
7:15 AM	0	129	0	0	0	129	4	137	0	0	0	141	0	0	0	0	0	0	17	0	6	0	0	23	293
7:30 AM	0	159	3	0	0	162	2	185	0	0	0	187	0	0	0	0	0	0	30	0	9	0	0	39	388
7:45 AM	0	142	4	0	0	146	2	174	0	0	0	176	0	0	0	0	0	0	19	0	9	0	0	28	350
Total	0	532	9	0	0	541	9	611	0	0	0	620	0	0	0	0	0	0	76	0	33	0	0	109	1270
8:00 AM	0	150	0	0	0	150	1	116	0	0	0	117	0	0	0	0	0	0	7	0	7	0	0	14	281
8:15 AM	0	132	0	0	0	132	0	103	0	0	0	103	0	0	0	0	0	0	9	0	3	0	0	12	247
8:30 AM	0	103	2	0	0	105	1	79	0	0	0	80	0	0	0	0	0	0	8	0	2	0	0	10	195
8:45 AM	0	99	4	0	0	103	1	91	0	0	0	92	0	0	0	0	0	0	9	0	5	0	0	14	209
Total	0	484	6	0	0	490	3	389	0	0	0	392	0	0	0	0	0	0	33	0	17	0	0	50	932
BREAK																									
4:00 PM	0	144	10	0	0	154	3	153	0	0	0	156	0	0	0	0	0	0	5	0	8	0	0	13	323
4:15 PM	0	141	11	0	0	152	5	160	0	0	0	165	0	0	0	0	0	0	5	0	1	0	0	6	323
4:30 PM	0	147	6	0	0	153	11	172	0	0	0	183	0	0	0	0	0	0	2	0	5	0	0	7	343
4:45 PM	0	143	16	0	0	159	12	158	0	0	0	170	0	0	0	0	0	0	3	0	3	0	0	6	335
Total	0	575	43	0	0	618	31	643	0	0	0	674	0	0	0	0	0	0	15	0	17	0	0	32	1324
5:00 PM	0	136	11	0	0	147	10	195	0	0	0	205	0	0	0	0	0	0	4	0	4	0	0	8	360
5:15 PM	0	160	28	0	0	188	16	201	0	0	0	217	0	0	0	0	0	0	5	0	8	0	0	13	418
5:30 PM	0	137	20	0	0	157	14	183	0	0	0	197	0	0	0	0	0	0	3	0	3	0	0	6	360
5:45 PM	0	148	18	0	0	166	4	201	0	0	0	205	0	0	0	0	0	0	2	0	5	0	0	7	378
Total	0	581	77	0	0	658	44	780	0	0	0	824	0	0	0	0	0	0	14	0	20	0	0	34	1516
Grand Total	0	2172	135	0	0	2307	87	2423	0	0	0	2510	0	0	0	0	0	0	138	0	87	0	0	225	5042
Apprch %	0.0	94.1	5.9	0.0	0.0		3.5	96.5	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		61.3	0.0	38.7	0.0	0.0		
Total %	0.0	43.1	2.7	0.0	0.0	45.8	1.7	48.1	0.0	0.0	0.0	49.8	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0	1.7	0.0	0.0	4.5	
Cars, PU, Vans	0	2132	135	0	0	2267	86	2382	0		0	2468	0	0	0	0		0	138	0	86		0	224	4959
% Cars, PU, Vans	0.0	98.2	100.0	0.0	0.0	98.3	98.9	98.3	0.0	0.0	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	98.9	0.0	0.0	99.6	98.4
Heavy Trucks	0	40	0	0		40	1	41	0	0		42	0	0	0	0		0	0	0	1	0		1	83
%Heavy Trucks	0.0	1.8	0.0	0.0	0.0	1.7	1.1	1.7	0.0	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.4	1.6

Project ID: 18-9077-001
Location: SR 42 & Colvin Dr
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	SR 42 Northbound					SR 42 Southbound					Colvin Dr Eastbound					Colvin Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	129	0	0	129	4	137	0	0	141	0	0	0	0	0	17	0	6	0	23	293
7:30 AM	0	159	3	0	162	2	185	0	0	187	0	0	0	0	0	30	0	9	0	39	388
7:45 AM	0	142	4	0	146	2	174	0	0	176	0	0	0	0	0	19	0	9	0	28	350
8:00 AM	0	150	0	0	150	1	116	0	0	117	0	0	0	0	0	7	0	7	0	14	281
Total Volume	0	580	7	0	587	9	612	0	0	621	0	0	0	0	0	73	0	31	0	104	1312
% App. Total	0.0	98.8	1.2	0.0	100	1.4	98.6	0.0	0.0	100	0.0	0.0	0.0	0.0	0	70.2	0.0	29.8	0.0	100	
PHF					0.906					0.830										0.667	0.845
Cars, PU, Vans	0	565	7	0	572	8	600	0	0	608	0	0	0	0	0	73	0	30	0	103	1283
% Cars, PU, Vans	0.0	97.4	100.0	0.0	97.4	88.9	98.0	0.0	0.0	97.9	0.0	0.0	0.0	0.0	0.0	100.0	0.0	96.8	0.0	99.0	97.8
Heavy Trucks	0	15	0	0	15	1	12	0	0	13	0	0	0	0	0	0	0	1	0	1	29
%Heavy Trucks	0.0	2.6	0.0	0.0	2.6	11.1	2.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	1.0	2.2

PM

	SR 42 Northbound					SR 42 Southbound					Colvin Dr Eastbound					Colvin Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	136	11	0	147	10	195	0	0	205	0	0	0	0	0	4	0	4	0	8	360
5:15 PM	0	160	28	0	188	16	201	0	0	217	0	0	0	0	0	5	0	8	0	13	418
5:30 PM	0	137	20	0	157	14	183	0	0	197	0	0	0	0	0	3	0	3	0	6	360
5:45 PM	0	148	18	0	166	4	201	0	0	205	0	0	0	0	0	2	0	5	0	7	378
Total Volume	0	581	77	0	658	44	780	0	0	824	0	0	0	0	0	14	0	20	0	34	1516
% App. Total	0.0	88.3	11.7	0.0	100	5.3	94.7	0.0	0.0	100	0.0	0.0	0.0	0.0	0	41.2	0.0	58.8	0.0	100	
PHF					0.875					0.949										0.654	0.907
Cars, PU, Vans	0	579	77	0	656	44	775	0	0	819	0	0	0	0	0	14	0	20	0	34	1509
% Cars, PU, Vans	0.0	99.7	100.0	0.0	99.7	100.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	99.5
Heavy Trucks	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
%Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

Prepared by National Data & Surveying Services

SR 42 & Bethlehem Rd/Michaels Dr

Peak Hour Turning Movement Count

ID: 18-09540-002
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SR 42 — SOUTHBOUND

AM	125	569	5	0	625	AM
NOON	0	0	0	0	0	NOON
PM	103	720	1	0	710	PM
	1	1	0	0		

EASTBOUND — Bethlehem Rd/Michaels Dr

AM	NOON	PM	
187	0	150	
0	0	0	0
106	0	121	0
0	0	0	1
70	0	60	0
AM	NOON	PM	

WESTBOUND — Bethlehem Rd/Michaels Dr

PM	NOON	AM	
1	0	12	0
1	0	0	1
2	0	0	0
0	0	0	0
2	0	7	
PM	NOON	AM	

CONTROL

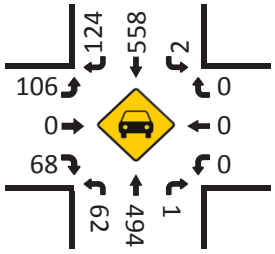
2-Way Stop(EB/WB)

	AM	NOON	PM
TEV	1458	0	1644
PHF	0.88		0.96

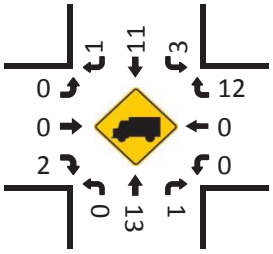
NORTHBOUND — SR 42

PM	782	0	46	588	1	PM
NOON	0	0	0	0	0	NOON
AM	639	0	62	507	2	AM
		0	0	1	1	

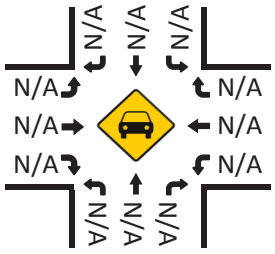
Cars (AM)



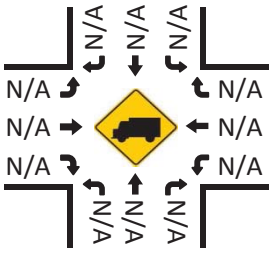
HT (AM)



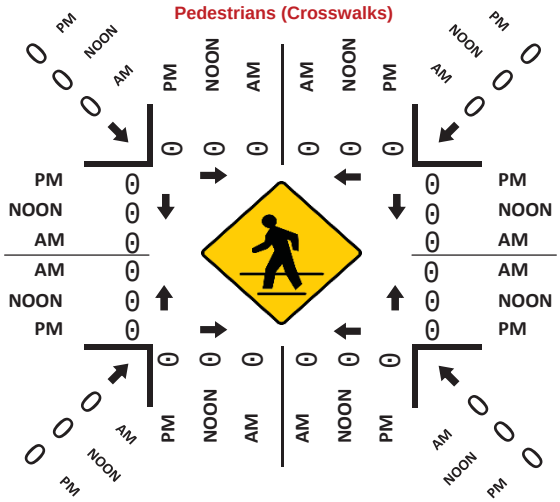
Cars (NOON)



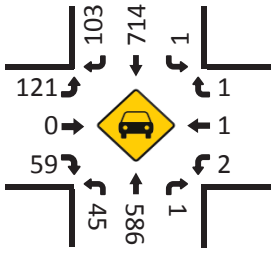
HT (NOON)



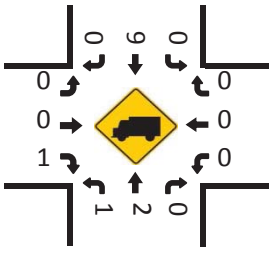
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09540-002
Location: SR 42 & Bethlehem Rd/Michaels Dr
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 42 Northbound						SR 42 Southbound						Bethlehem Rd/Michaels Dr Eastbound						Bethlehem Rd/Michaels Dr Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	17	89	4	0	0	110	2	112	29	0	0	143	21	2	8	0	0	31	1	0	2	0	0	3	287
7:15 AM	18	105	1	0	0	124	1	127	30	0	0	158	29	0	15	0	0	44	0	0	0	0	0	0	326
7:30 AM	20	131	0	0	0	151	0	164	36	0	0	200	30	0	20	0	0	50	0	0	2	0	0	2	403
7:45 AM	12	150	0	0	0	162	2	162	36	0	0	200	26	0	23	0	0	49	0	0	5	0	0	5	416
Total	67	475	5	0	0	547	5	565	131	0	0	701	106	2	66	0	0	174	1	0	9	0	0	10	1432
8:00 AM	12	121	1	0	0	134	2	116	23	0	0	141	21	0	12	0	0	33	0	0	5	0	0	5	313
8:15 AM	15	128	0	0	0	143	2	98	16	0	0	116	18	0	2	0	0	20	1	0	3	0	0	4	283
8:30 AM	5	103	0	0	0	108	5	81	6	0	0	92	10	0	8	0	0	18	0	0	3	0	0	3	221
8:45 AM	2	97	1	0	0	100	3	90	7	0	0	100	4	0	11	0	0	15	0	0	0	0	0	0	215
Total	34	449	2	0	0	485	12	385	52	0	0	449	53	0	33	0	0	86	1	0	11	0	0	12	1032
BREAK																									
4:00 PM	7	148	0	0	0	155	0	143	15	0	0	158	22	0	12	0	0	34	0	0	3	0	0	3	350
4:15 PM	3	160	0	0	0	163	2	166	15	0	0	183	33	0	7	0	0	40	0	0	1	0	0	1	387
4:30 PM	9	152	1	0	0	162	0	163	30	0	0	193	21	0	15	0	0	36	0	0	0	0	0	0	391
4:45 PM	9	152	0	0	0	161	0	149	13	0	0	162	39	0	15	0	0	54	1	0	1	0	0	2	379
Total	28	612	1	0	0	641	2	621	73	0	0	696	115	0	49	0	0	164	1	0	5	0	0	6	1507
5:00 PM	16	145	1	0	0	162	0	188	23	0	0	211	20	0	9	0	0	29	1	1	0	0	0	2	404
5:15 PM	5	162	0	0	0	167	1	184	23	0	0	208	36	0	18	0	0	54	0	0	1	0	0	1	430
5:30 PM	10	129	0	0	0	139	0	186	23	0	0	209	32	0	14	0	0	46	0	0	0	0	0	0	394
5:45 PM	15	152	0	0	0	167	0	162	34	0	0	196	33	0	19	0	0	52	1	0	0	0	0	1	416
Total	46	588	1	0	0	635	1	720	103	0	0	824	121	0	60	0	0	181	2	1	1	0	0	4	1644
Grand Total	175	2124	9	0	0	2308	20	2291	359	0	0	2670	395	2	208	0	0	605	5	1	26	0	0	32	5615
Apprch %	7.6	92.0	0.4	0.0	0.0		0.7	85.8	13.4	0.0	0.0		65.3	0.3	34.4	0.0	0.0		15.6	3.1	81.3	0.0	0.0		
Total %	3.1	37.8	0.2	0.0	0.0	41.1	0.4	40.8	6.4	0.0	0.0	47.6	7.0	0.0	3.7	0.0	0.0	10.8	0.1	0.0	0.5	0.0	0.0	0.6	
Cars, PU, Vans	172	2086	8	0	0	2266	7	2254	358		0	2619	395	2	202	0		599	4	1	7		0	12	5496
% Cars, PU, Vans	98.3	98.2	88.9	0.0	0.0	98.2	35.0	98.4	99.7	0.0	0.0	98.1	100.0	100.0	97.1	0.0	0.0	99.0	80.0	100.0	26.9	0.0	0.0	37.5	97.9
Heavy Trucks	3	38	1	0		42	13	37	1	0		51	0	0	6	0		6	1	0	19	0		20	119
%Heavy Trucks	1.7	1.8	11.1	0.0	0.0	1.8	65.0	1.6	0.3	0.0	0.0	1.9	0.0	0.0	2.9	0.0	0.0	1.0	20.0	0.0	73.1	0.0	0.0	62.5	2.1

Project ID: 18-09540-002
Location: SR 42 & Bethlehem Rd/Michaels Dr
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	SR 42 Northbound					SR 42 Southbound					Bethlehem Rd/Michaels Dr Eastbound					Bethlehem Rd/Michaels Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	18	105	1	0	124	1	127	30	0	158	29	0	15	0	44	0	0	0	0	0	326
7:30 AM	20	131	0	0	151	0	164	36	0	200	30	0	20	0	50	0	0	2	0	2	403
7:45 AM	12	150	0	0	162	2	162	36	0	200	26	0	23	0	49	0	0	5	0	5	416
8:00 AM	12	121	1	0	134	2	116	23	0	141	21	0	12	0	33	0	0	5	0	5	313
Total Volume	62	507	2	0	571	5	569	125	0	699	106	0	70	0	176	0	0	12	0	12	1458
% App. Total	10.9	88.8	0.4	0.0	100	0.7	81.4	17.9	0.0	100	60.2	0.0	39.8	0.0	100	0.0	0.0	100.0	0.0	100	
PHF					0.881					0.874					0.880					0.600	0.876
Cars, PU, Vans	62	494	1	0	557	2	558	124	0	684	106	0	68	0	174	0	0	0	0	0	1415
% Cars, PU, Vans	100.0	97.4	50.0	0.0	97.5	40.0	98.1	99.2	0.0	97.9	100.0	0.0	97.1	0.0	98.9	0.0	0.0	0.0	0.0	0.0	97.1
Heavy Trucks	0	13	1	0	14	3	11	1	0	15	0	0	2	0	2	0	0	12	0	12	43
%Heavy Trucks	0.0	2.6	50.0	0.0	2.5	60.0	1.9	0.8	0.0	2.1	0.0	0.0	2.9	0.0	1.1	0.0	0.0	100.0	0.0	100.0	2.9

PM

	SR 42 Northbound					SR 42 Southbound					Bethlehem Rd/Michaels Dr Eastbound					Bethlehem Rd/Michaels Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	16	145	1	0	162	0	188	23	0	211	20	0	9	0	29	1	1	0	0	2	404
5:15 PM	5	162	0	0	167	1	184	23	0	208	36	0	18	0	54	0	0	1	0	1	430
5:30 PM	10	129	0	0	139	0	186	23	0	209	32	0	14	0	46	0	0	0	0	0	394
5:45 PM	15	152	0	0	167	0	162	34	0	196	33	0	19	0	52	1	0	0	0	1	416
Total Volume	46	588	1	0	635	1	720	103	0	824	121	0	60	0	181	2	1	1	0	4	1644
% App. Total	7.2	92.6	0.2	0.0	100	0.1	87.4	12.5	0.0	100	66.9	0.0	33.1	0.0	100	50.0	25.0	25.0	0.0	100	
PHF					0.951					0.976					0.838					0.500	0.956
Cars, PU, Vans	45	586	1	0	632	1	714	103	0	818	121	0	59	0	180	2	1	1	0	4	1634
% Cars, PU, Vans	97.8	99.7	100.0	0.0	99.5	100.0	99.2	100.0	0.0	99.3	100.0	0.0	98.3	0.0	99.4	100.0	100.0	100.0	0.0	100.0	99.4
Heavy Trucks	1	2	0	0	3	0	6	0	0	6	0	0	1	0	1	0	0	0	0	0	10
%Heavy Trucks	2.2	0.3	0.0	0.0	0.5	0.0	0.8	0.0	0.0	0.7	0.0	0.0	1.7	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6

Prepared by National Data & Surveying Services

SR 42 & Price Dr

Peak Hour Turning Movement Count

ID: 18-09540-003
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SR 42 — SOUTHBOUND

AM	342	327	0	0	553	AM
NOON	0	0	0	0	0	NOON
PM	311	460	0	0	670	PM

EASTBOUND — Price Dr

AM	NOON	PM	
377	0	379	
0	0	0	0
99	0	169	1
0	0	0	0
11	0	73	1
AM	NOON	PM	

WESTBOUND — Price Dr

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

CONTROL

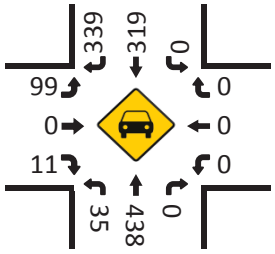
1-Way Stop(EB)

	AM	NOON	PM
TEV	1268	0	1582
PHF	0.83		0.93

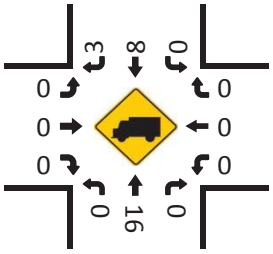
SR 42 — NORTHBOUND

PM	533	0	68	501	0	PM
NOON	0	0	0	0	0	NOON
AM	338	0	35	454	0	AM

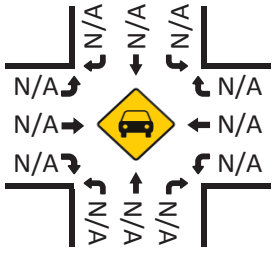
Cars (AM)



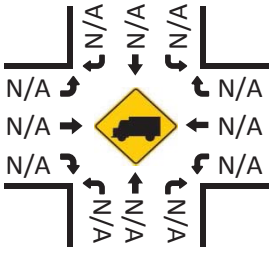
HT (AM)



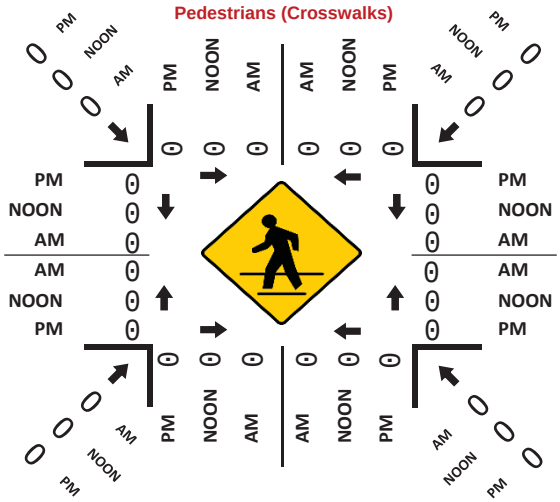
Cars (NOON)



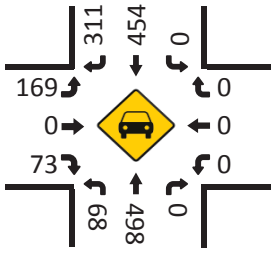
HT (NOON)



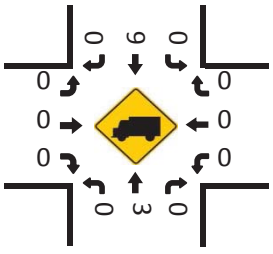
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09540-003
Location: SR 42 & Price Dr
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 42 Northbound						SR 42 Southbound						Price Dr Eastbound						Price Dr Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	3	80	0	0	0	83	0	68	56	0	0	124	21	0	2	0	0	23	0	0	0	0	0	0	230
7:15 AM	4	112	0	0	0	116	0	77	78	0	0	155	17	0	1	0	0	18	0	0	0	0	0	0	289
7:30 AM	7	134	0	0	0	141	0	79	136	0	0	215	19	0	5	0	0	24	0	0	0	0	0	0	380
7:45 AM	12	99	0	0	0	111	0	102	78	0	0	180	36	0	4	0	0	40	0	0	0	0	0	0	331
Total	26	425	0	0	0	451	0	326	348	0	0	674	93	0	12	0	0	105	0	0	0	0	0	0	1230
8:00 AM	12	109	0	0	0	121	0	69	50	0	0	119	27	0	1	0	0	28	0	0	0	0	0	0	268
8:15 AM	7	103	0	1	0	111	0	61	54	0	0	115	21	0	5	0	0	26	0	0	0	0	0	0	252
8:30 AM	4	77	0	0	0	81	0	63	28	0	0	91	25	0	3	0	0	28	0	0	0	0	0	0	200
8:45 AM	1	79	0	0	0	80	0	61	34	0	0	95	19	0	5	0	0	24	0	0	0	0	0	0	199
Total	24	368	0	1	0	393	0	254	166	0	0	420	92	0	14	0	0	106	0	0	0	0	0	0	919
BREAK																									
4:00 PM	7	105	0	0	0	112	0	108	43	0	0	151	42	0	12	0	0	54	0	0	0	0	0	0	317
4:15 PM	14	104	0	0	0	118	0	103	55	0	0	158	43	0	14	0	0	57	0	0	0	0	0	0	333
4:30 PM	13	124	0	0	0	137	0	110	57	0	0	167	34	0	21	0	0	55	0	0	0	0	0	0	359
4:45 PM	23	112	0	0	0	135	0	103	52	0	0	155	40	0	9	0	0	49	0	0	0	0	0	0	339
Total	57	445	0	0	0	502	0	424	207	0	0	631	159	0	56	0	0	215	0	0	0	0	0	0	1348
5:00 PM	7	116	0	0	0	123	0	117	74	0	0	191	43	0	13	0	0	56	0	0	0	0	0	0	370
5:15 PM	21	127	0	0	0	148	0	125	74	0	0	199	53	0	24	0	0	77	0	0	0	0	0	0	424
5:30 PM	16	125	0	0	0	141	0	98	82	0	0	180	37	0	15	0	0	52	0	0	0	0	0	0	373
5:45 PM	24	133	0	0	0	157	0	120	81	0	0	201	36	0	21	0	0	57	0	0	0	0	0	0	415
Total	68	501	0	0	0	569	0	460	311	0	0	771	169	0	73	0	0	242	0	0	0	0	0	0	1582
Grand Total	175	1739	0	1	0	1915	0	1464	1032	0	0	2496	513	0	155	0	0	668	0	0	0	0	0	0	5079
Apprch %	9.1	90.8	0.0	0.1	0.0		0.0	58.7	41.3	0.0	0.0		76.8	0.0	23.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	3.4	34.2	0.0	0.0	0.0	37.7	0.0	28.8	20.3	0.0	0.0	49.1	10.1	0.0	3.1	0.0	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	175	1699	0	1	0	1875	0	1424	1028		0	2452	511	0	155	0		666	0	0	0		0	0	4993
% Cars, PU, Vans	100.0	97.7	0.0	100.0	0.0	97.9	0.0	97.3	99.6	0.0	0.0	98.2	99.6	0.0	100.0	0.0	0.0	99.7	0.0	0.0	0.0	0.0	0.0	0.0	98.3
Heavy Trucks	0	40	0	0		40	0	40	4	0		44	2	0	0	0		2	0	0	0	0		0	86
%Heavy Trucks	0.0	2.3	0.0	0.0	0.0	2.1	0.0	2.7	0.4	0.0	0.0	1.8	0.4	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	1.7

Project ID: 18-09540-003
Location: SR 42 & Price Dr
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	SR 42 Northbound					SR 42 Southbound					Price Dr Eastbound					Price Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	4	112	0	0	116	0	77	78	0	155	17	0	1	0	18	0	0	0	0	0	289
7:30 AM	7	134	0	0	141	0	79	136	0	215	19	0	5	0	24	0	0	0	0	0	380
7:45 AM	12	99	0	0	111	0	102	78	0	180	36	0	4	0	40	0	0	0	0	0	331
8:00 AM	12	109	0	0	121	0	69	50	0	119	27	0	1	0	28	0	0	0	0	0	268
Total Volume	35	454	0	0	489	0	327	342	0	669	99	0	11	0	110	0	0	0	0	0	1268
% App. Total	7.2	92.8	0.0	0.0	100	0.0	48.9	51.1	0.0	100	90.0	0.0	10.0	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.867					0.778					0.688						0.834
Cars, PU, Vans	35	438	0	0	473	0	319	339	0	658	99	0	11	0	110	0	0	0	0	0	1241
% Cars, PU, Vans	100.0	96.5	0.0	0.0	96.7	0.0	97.6	99.1	0.0	98.4	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	97.9
Heavy Trucks	0	16	0	0	16	0	8	3	0	11	0	0	0	0	0	0	0	0	0	0	27
%Heavy Trucks	0.0	3.5	0.0	0.0	3.3	0.0	2.4	0.9	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1

PM

	SR 42 Northbound					SR 42 Southbound					Price Dr Eastbound					Price Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	7	116	0	0	123	0	117	74	0	191	43	0	13	0	56	0	0	0	0	0	370
5:15 PM	21	127	0	0	148	0	125	74	0	199	53	0	24	0	77	0	0	0	0	0	424
5:30 PM	16	125	0	0	141	0	98	82	0	180	37	0	15	0	52	0	0	0	0	0	373
5:45 PM	24	133	0	0	157	0	120	81	0	201	36	0	21	0	57	0	0	0	0	0	415
Total Volume	68	501	0	0	569	0	460	311	0	771	169	0	73	0	242	0	0	0	0	0	1582
% App. Total	12.0	88.0	0.0	0.0	100	0.0	59.7	40.3	0.0	100	69.8	0.0	30.2	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.906					0.959					0.786						0.933
Cars, PU, Vans	68	498	0	0	566	0	454	311	0	765	169	0	73	0	242	0	0	0	0	0	1573
% Cars, PU, Vans	100.0	99.4	0.0	0.0	99.5	0.0	98.7	100.0	0.0	99.2	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	99.4
Heavy Trucks	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
%Heavy Trucks	0.0	0.6	0.0	0.0	0.5	0.0	1.3	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6

Prepared by National Data & Surveying Services

SR 42 & Bill Gardner Pkwy

Peak Hour Turning Movement Count

ID: 18-09540-004
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

SR 42 — SOUTHBOUND

AM	122	225	0	0	484	AM
NOON	0	0	0	0	0	NOON
PM	137	352	0	0	536	PM

Bill Gardner Pkwy — EASTBOUND

AM	NOON	PM	
1004	0	752	⇦
0	0	0	↶ 0
175	0	259	↱ 1
0	0	0	→ 0
444	0	881	↴ 1
AM	NOON	PM	

CONTROL

Signalized

TEV	2157 AM	0 NOON	2521 PM
PHF	0.96		0.98

Bill Gardner Pkwy — WESTBOUND

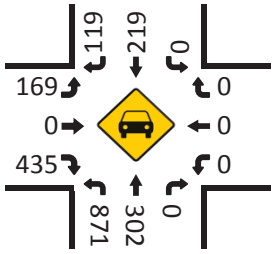
PM	NOON	AM	
0	0	0	↰ 0
0	0	0	← 0
0	0	0	↶ 0
0	0	0	↶ 0
0	0	0	⇨
PM	NOON	AM	

SR 42 — NORTHBOUND

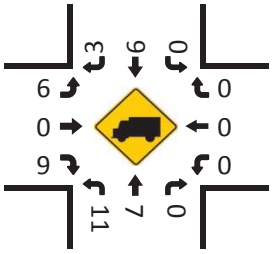
PM	1233	0	615	277	0	PM
NOON	0	0	0	0	0	NOON
AM	669	0	882	309	0	AM

1 1 0 0 — 0 1 1 0

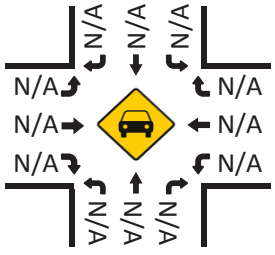
Cars (AM)



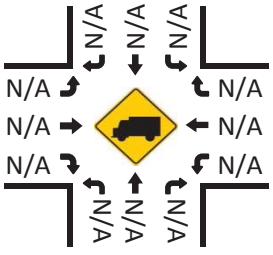
HT (AM)



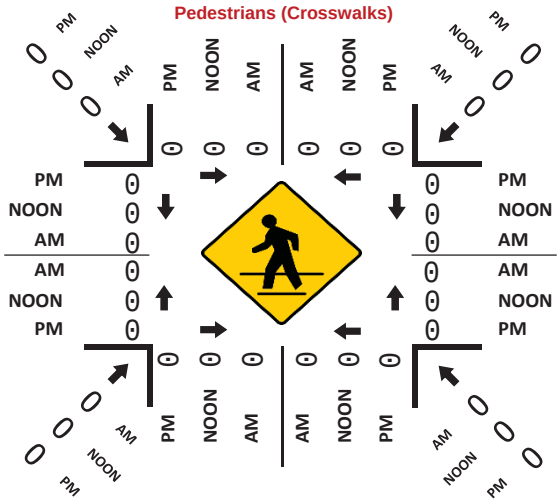
Cars (NOON)



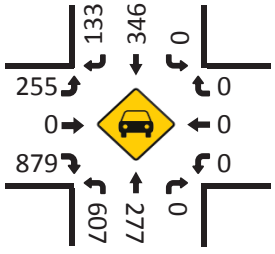
HT (NOON)



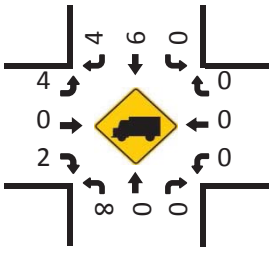
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09540-004
Location: SR 42 & Bill Gardner Pkwy
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 42 Northbound						SR 42 Southbound						Bill Gardner Pkwy Eastbound						Bill Gardner Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	227	63	0	0	0	290	0	35	16	0	0	51	26	0	67	0	0	93	0	0	0	0	0	0	434
7:15 AM	241	60	0	0	0	301	0	50	36	0	0	86	37	0	86	0	0	123	0	0	0	0	0	0	510
7:30 AM	233	91	0	0	0	324	0	52	20	0	0	72	43	0	121	0	0	164	0	0	0	0	0	0	560
7:45 AM	203	85	0	0	0	288	0	63	33	0	0	96	55	0	115	0	0	170	0	0	0	0	0	0	554
Total	904	299	0	0	0	1203	0	200	105	0	0	305	161	0	389	0	0	550	0	0	0	0	0	0	2058
8:00 AM	205	73	0	0	0	278	0	60	33	0	0	93	40	0	122	0	0	162	0	0	0	0	0	0	533
8:15 AM	235	82	0	0	0	317	0	36	23	0	0	59	40	0	87	0	0	127	0	0	0	0	0	0	503
8:30 AM	192	55	0	0	0	247	0	48	22	0	0	70	29	0	79	0	0	108	0	0	0	0	0	0	425
8:45 AM	188	59	0	0	0	247	0	43	20	0	0	63	25	0	83	0	0	108	0	0	0	0	0	0	418
Total	820	269	0	0	0	1089	0	187	98	0	0	285	134	0	371	0	0	505	0	0	0	0	0	0	1879
BREAK																									
4:00 PM	157	64	0	0	0	221	0	80	31	0	0	111	53	0	204	0	0	257	0	0	0	0	0	0	589
4:15 PM	142	68	0	0	0	210	0	82	43	0	0	125	60	0	217	0	0	277	0	0	0	0	0	0	612
4:30 PM	159	65	0	0	0	224	0	86	31	0	0	117	62	0	237	0	0	299	0	0	0	0	0	0	640
4:45 PM	157	75	0	0	0	232	0	93	36	0	0	129	58	0	217	0	0	275	0	0	0	0	0	0	636
Total	615	272	0	0	0	887	0	341	141	0	0	482	233	0	875	0	0	1108	0	0	0	0	0	0	2477
5:00 PM	163	63	0	0	0	226	0	87	31	0	0	118	56	0	221	0	0	277	0	0	0	0	0	0	621
5:15 PM	136	74	0	0	0	210	0	86	39	0	0	125	83	0	206	0	0	289	0	0	0	0	0	0	624
5:30 PM	124	59	0	0	0	183	0	116	28	0	0	144	74	0	204	0	0	278	0	0	0	0	0	0	605
5:45 PM	146	82	0	0	0	228	0	86	33	0	0	119	86	0	175	0	0	261	0	0	0	0	0	0	608
Total	569	278	0	0	0	847	0	375	131	0	0	506	299	0	806	0	0	1105	0	0	0	0	0	0	2458
Grand Total	2908	1118	0	0	0	4026	0	1103	475	0	0	1578	827	0	2441	0	0	3268	0	0	0	0	0	0	8872
Apprch %	72.2	27.8	0.0	0.0	0.0		0.0	69.9	30.1	0.0	0.0		25.3	0.0	74.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	32.8	12.6	0.0	0.0	0.0	45.4	0.0	12.4	5.4	0.0	0.0	17.8	9.3	0.0	27.5	0.0	0.0	36.8	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	2870	1098	0	0	0	3968	0	1078	461		0	1539	806	0	2421	0		3227	0	0	0		0	0	8734
% Cars, PU, Vans	98.7	98.2	0.0	0.0	0.0	98.6	0.0	97.7	97.1	0.0	0.0	97.5	97.5	0.0	99.2	0.0	0.0	98.7	0.0	0.0	0.0	0.0	0.0	0.0	98.4
Heavy Trucks	38	20	0	0		58	0	25	14	0		39	21	0	20	0		41	0	0	0	0		0	138
%Heavy Trucks	1.3	1.8	0.0	0.0	0.0	1.4	0.0	2.3	2.9	0.0	0.0	2.5	2.5	0.0	0.8	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	1.6

Project ID: 18-09540-004
Location: SR 42 & Bill Gardner Pkwy
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	SR 42 Northbound					SR 42 Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	241	60	0	0	301	0	50	36	0	86	37	0	86	0	123	0	0	0	0	0	510
7:30 AM	233	91	0	0	324	0	52	20	0	72	43	0	121	0	164	0	0	0	0	0	560
7:45 AM	203	85	0	0	288	0	63	33	0	96	55	0	115	0	170	0	0	0	0	0	554
8:00 AM	205	73	0	0	278	0	60	33	0	93	40	0	122	0	162	0	0	0	0	0	533
Total Volume	882	309	0	0	1191	0	225	122	0	347	175	0	444	0	619	0	0	0	0	0	2157
% App. Total	74.1	25.9	0.0	0.0	100	0.0	64.8	35.2	0.0	100	28.3	0.0	71.7	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.919					0.904					0.910						0.963
Cars, PU, Vans	871	302	0	0	1173	0	219	119	0	338	169	0	435	0	604	0	0	0	0	0	2115
% Cars, PU, Vans	98.8	97.7	0.0	0.0	98.5	0.0	97.3	97.5	0.0	97.4	96.6	0.0	98.0	0.0	97.6	0.0	0.0	0.0	0.0	0.0	98.1
Heavy Trucks	11	7	0	0	18	0	6	3	0	9	6	0	9	0	15	0	0	0	0	0	42
%Heavy Trucks	1.2	2.3	0.0	0.0	1.5	0.0	2.7	2.5	0.0	2.6	3.4	0.0	2.0	0.0	2.4	0.0	0.0	0.0	0.0	0.0	1.9

PM

	SR 42 Northbound					SR 42 Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
4:30 PM	159	65	0	0	224	0	86	31	0	117	62	0	237	0	299	0	0	0	0	0	640
4:45 PM	157	75	0	0	232	0	93	36	0	129	58	0	217	0	275	0	0	0	0	0	636
5:00 PM	163	63	0	0	226	0	87	31	0	118	56	0	221	0	277	0	0	0	0	0	621
5:15 PM	136	74	0	0	210	0	86	39	0	125	83	0	206	0	289	0	0	0	0	0	624
Total Volume	615	277	0	0	892	0	352	137	0	489	259	0	881	0	1140	0	0	0	0	0	2521
% App. Total	68.9	31.1	0.0	0.0	100	0.0	72.0	28.0	0.0	100	22.7	0.0	77.3	0.0	100	0.0	0.0	0.0	0.0	0	
PHF					0.961					0.948					0.953						0.985
Cars, PU, Vans	607	277	0	0	884	0	346	133	0	479	255	0	879	0	1134	0	0	0	0	0	2497
% Cars, PU, Vans	98.7	100.0	0.0	0.0	99.1	0.0	98.3	97.1	0.0	98.0	98.5	0.0	99.8	0.0	99.5	0.0	0.0	0.0	0.0	0.0	99.0
Heavy Trucks	8	0	0	0	8	0	6	4	0	10	4	0	2	0	6	0	0	0	0	0	24
%Heavy Trucks	1.3	0.0	0.0	0.0	0.9	0.0	1.7	2.9	0.0	2.0	1.5	0.0	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	1.0

Prepared by National Data & Surveying Services

SR 42 & Pine Grove Rd

Peak Hour Turning Movement Count

ID: 18-9540-006
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SR 42 — SOUTHBOUND

AM	0	655	12	0	622	AM
NOON	0	0	0	0	0	NOON
PM	0	794	19	0	675	PM
	0	1	0	0		

N/A — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

CONTROL

1-Way Stop (WB)

TEV	1324 AM	0 NOON	1515 PM
PHF	0.88		0.90

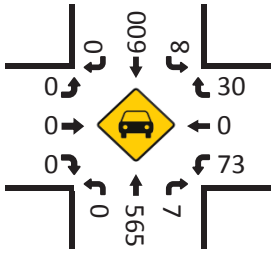
WESTBOUND — Pine Grove Rd

	PM	NOON	AM
0	20	0	21
1	0	0	0
0	14	0	13
0	0	0	0
	32	0	34
	PM	NOON	AM

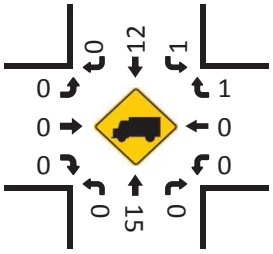
NORTHBOUND — SR 42

	0	0	1	0		
PM	808	0	0	655	13	PM
NOON	0	0	0	0	0	NOON
AM	668	0	0	601	22	AM

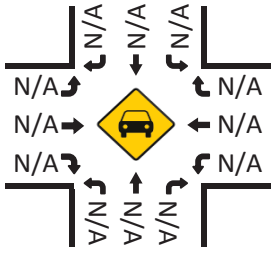
Cars (AM)



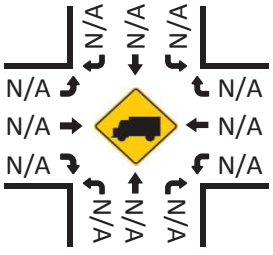
HT (AM)



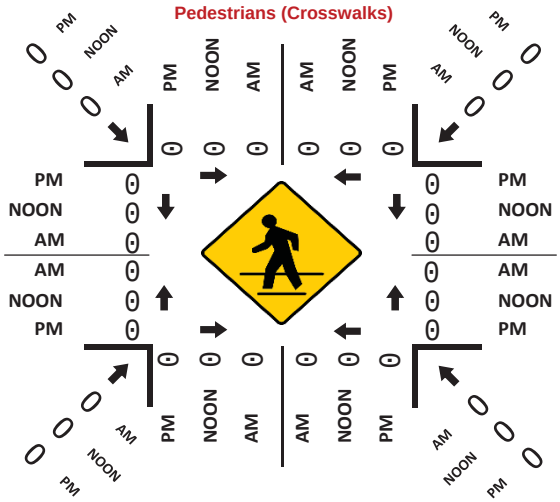
Cars (NOON)



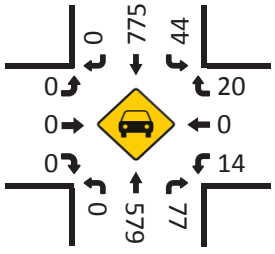
HT (NOON)



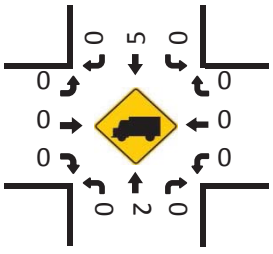
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-9540-006
Location: SR 42 & Pine Grove Rd
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 42 Northbound						SR 42 Southbound						N/A Eastbound						Pine Grove Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	106	7	0	0	113	1	135	0	0	0	136	0	0	0	0	0	0	5	0	4	0	0	9	258
7:15 AM	0	135	5	0	0	140	4	171	0	0	0	175	0	0	0	0	0	0	2	0	4	0	0	6	321
7:30 AM	0	165	6	0	0	171	2	145	0	0	0	147	0	0	0	0	0	0	5	0	4	0	0	9	327
7:45 AM	0	149	6	0	0	155	2	211	0	0	0	213	0	0	0	0	0	0	4	0	6	0	0	10	378
Total	0	555	24	0	0	579	9	662	0	0	0	671	0	0	0	0	0	0	16	0	18	0	0	34	1284
8:00 AM	0	152	5	0	0	157	4	128	0	0	0	132	0	0	0	0	0	0	2	0	7	0	0	9	298
8:15 AM	0	135	0	0	0	135	0	117	0	0	0	117	0	0	0	0	0	0	4	0	3	0	0	7	259
8:30 AM	0	105	2	0	0	107	1	92	0	0	0	93	0	0	0	0	0	0	3	0	2	0	0	5	205
8:45 AM	0	100	4	0	0	104	1	105	0	0	0	106	0	0	0	0	0	0	4	0	5	0	0	9	219
Total	0	492	11	0	0	503	6	442	0	0	0	448	0	0	0	0	0	0	13	0	17	0	0	30	981
BREAK																									
4:00 PM	0	160	2	0	0	162	3	158	0	0	0	161	0	0	0	0	0	0	5	0	8	0	0	13	336
4:15 PM	0	150	3	0	0	153	5	165	0	0	0	170	0	0	0	0	0	0	5	0	1	0	0	6	329
4:30 PM	0	152	6	0	0	158	6	174	0	0	0	180	0	0	0	0	0	0	2	0	5	0	0	7	345
4:45 PM	0	156	6	0	0	162	7	161	0	0	0	168	0	0	0	0	0	0	3	0	3	0	0	6	336
Total	0	618	17	0	0	635	21	658	0	0	0	679	0	0	0	0	0	0	15	0	17	0	0	32	1346
5:00 PM	0	135	6	0	0	141	5	199	0	0	0	204	0	0	0	0	0	0	4	0	4	0	0	8	353
5:15 PM	0	193	3	0	0	196	6	206	0	0	0	212	0	0	0	0	0	0	5	0	8	0	0	13	421
5:30 PM	0	158	2	0	0	160	4	186	0	0	0	190	0	0	0	0	0	0	3	0	3	0	0	6	356
5:45 PM	0	169	2	0	0	171	4	203	0	0	0	207	0	0	0	0	0	0	2	0	5	0	0	7	385
Total	0	655	13	0	0	668	19	794	0	0	0	813	0	0	0	0	0	0	14	0	20	0	0	34	1515
Grand Total	0	2320	65	0	0	2385	55	2556	0	0	0	2611	0	0	0	0	0	0	58	0	72	0	0	130	5126
Apprch %	0.0	97.3	2.7	0.0	0.0		2.1	97.9	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		44.6	0.0	55.4	0.0	0.0		
Total %	0.0	45.3	1.3	0.0	0.0	46.5	1.1	49.9	0.0	0.0	0.0	50.9	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	1.4	0.0	0.0	2.5	
Cars, PU, Vans	0	2280	65	0	0	2345	54	2515	0		0	2569	0	0	0	0		0	58	0	71		0	129	5043
% Cars, PU, Vans	0.0	98.3	100.0	0.0	0.0	98.3	98.2	98.4	0.0	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	98.6	0.0	0.0	99.2	98.4
Heavy Trucks	0	40	0	0		40	1	41	0	0		42	0	0	0	0		0	0	0	1	0		1	83
%Heavy Trucks	0.0	1.7	0.0	0.0	0.0	1.7	1.8	1.6	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	0.8	1.6

Project ID: 18-9540-006
Location: SR 42 & Pine Grove Rd
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	SR 42 Northbound					SR 42 Southbound					N/A Eastbound					Pine Grove Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	0	135	5	0	140	4	171	0	0	175	0	0	0	0	0	2	0	4	0	6	321
7:30 AM	0	165	6	0	171	2	145	0	0	147	0	0	0	0	0	5	0	4	0	9	327
7:45 AM	0	149	6	0	155	2	211	0	0	213	0	0	0	0	0	4	0	6	0	10	378
8:00 AM	0	152	5	0	157	4	128	0	0	132	0	0	0	0	0	2	0	7	0	9	298
Total Volume	0	601	22	0	623	12	655	0	0	667	0	0	0	0	0	13	0	21	0	34	1324
% App. Total	0.0	96.5	3.5	0.0	100	1.8	98.2	0.0	0.0	100	0.0	0.0	0.0	0.0	0	38.2	0.0	61.8	0.0	100	
PHF					0.911					0.783										0.850	0.876
Cars, PU, Vans	0	586	22	0	608	11	643	0	0	654	0	0	0	0	0	13	0	20	0	33	1295
% Cars, PU, Vans	0.0	97.5	100.0	0.0	97.6	91.7	98.2	0.0	0.0	98.1	0.0	0.0	0.0	0.0	0.0	100.0	0.0	95.2	0.0	97.1	97.8
Heavy Trucks	0	15	0	0	15	1	12	0	0	13	0	0	0	0	0	0	0	1	0	1	29
%Heavy Trucks	0.0	2.5	0.0	0.0	2.4	8.3	1.8	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	2.9	2.2

PM

	SR 42 Northbound					SR 42 Southbound					N/A Eastbound					Pine Grove Rd Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	135	6	0	141	5	199	0	0	204	0	0	0	0	0	4	0	4	0	8	353
5:15 PM	0	193	3	0	196	6	206	0	0	212	0	0	0	0	0	5	0	8	0	13	421
5:30 PM	0	158	2	0	160	4	186	0	0	190	0	0	0	0	0	3	0	3	0	6	356
5:45 PM	0	169	2	0	171	4	203	0	0	207	0	0	0	0	0	2	0	5	0	7	385
Total Volume	0	655	13	0	668	19	794	0	0	813	0	0	0	0	0	14	0	20	0	34	1515
% App. Total	0.0	98.1	1.9	0.0	100	2.3	97.7	0.0	0.0	100	0.0	0.0	0.0	0.0	0	41.2	0.0	58.8	0.0	100	
PHF					0.852					0.959										0.654	0.900
Cars, PU, Vans	0	653	13	0	666	19	789	0	0	808	0	0	0	0	0	14	0	20	0	34	1508
% Cars, PU, Vans	0.0	99.7	100.0	0.0	99.7	100.0	99.4	0.0	0.0	99.4	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	99.5
Heavy Trucks	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
%Heavy Trucks	0.0	0.3	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5

Prepared by National Data & Surveying Services

Price Dr/Tanger Blvd & Bill Gardner Pkwy

Peak Hour Turning Movement Count

ID: 18-09540-005
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — Price Dr/Tanger Blvd

AM	339	45	38	0	170	AM
NOON	0	0	0	0	0	NOON
PM	263	155	143	0	396	PM

EASTBOUND — Bill Gardner Pkwy

AM	NOON	PM		
1733	0	1167	⇦	
1	0	0	↶	0
129	0	232	↱	1
594	0	1037	→	2
184	0	444	↴	1
AM	NOON	PM		

WESTBOUND — Bill Gardner Pkwy

PM	NOON	AM		
34	0	3	↰	0
542	0	984	←	2
103	0	26	↰	1
0	0	0	↶	0
1264	0	650	⇨	
PM	NOON	AM		

	1	1	1	0
	0	1.3	0.3	0.3

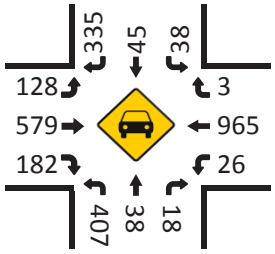
CONTROL: Signalized

TEV	2808 AM	0 NOON	3529 PM
PHF	0.93		0.97

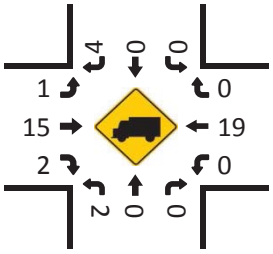
NORTHBOUND — Price Dr/Tanger Blvd

PM	702	0	362	130	84	PM
NOON	0	0	0	0	0	NOON
AM	255	0	409	38	18	AM

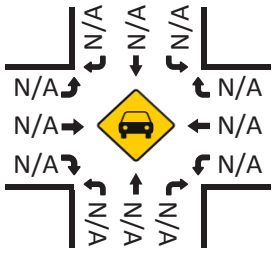
Cars (AM)



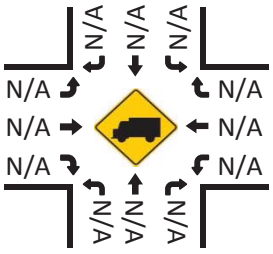
HT (AM)



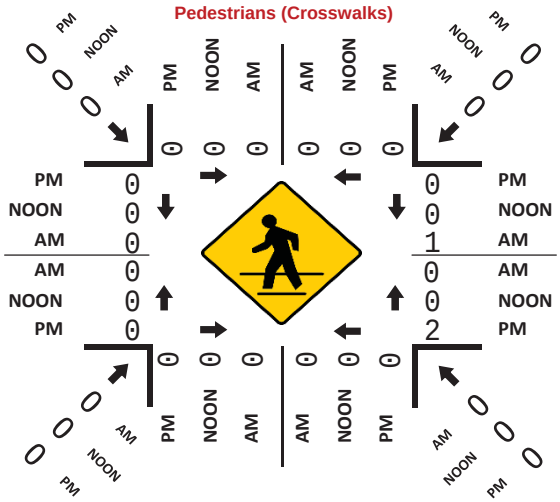
Cars (NOON)



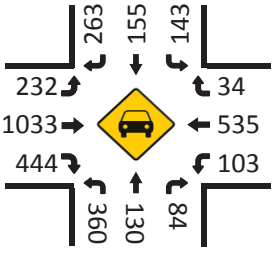
HT (NOON)



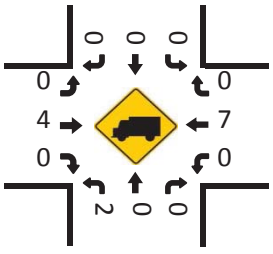
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



Project ID: 18-09540-005
Location: Price Dr/Tanger Blvd & Bill Gardner Pkwy
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Price Dr/Tanger Blvd Northbound						Price Dr/Tanger Blvd Southbound						Bill Gardner Pkwy Eastbound						Bill Gardner Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	55	7	4	0	0	66	5	5	64	0	1	74	25	91	25	0	1	141	4	265	0	0	0	269	550
7:15 AM	106	7	5	0	0	118	7	7	85	0	0	99	23	132	33	0	0	188	3	262	0	0	1	265	670
7:30 AM	119	6	4	0	0	129	9	9	115	0	0	133	25	159	39	0	0	223	7	252	1	0	0	260	745
7:45 AM	124	18	5	0	0	147	9	14	85	0	0	108	41	173	56	1	0	271	4	222	1	0	0	227	753
Total	404	38	18	0	0	460	30	35	349	0	1	414	114	555	153	1	1	823	18	1001	2	0	1	1021	2718
8:00 AM	60	7	4	0	0	71	13	15	54	0	0	82	40	130	56	0	0	226	12	248	1	0	0	261	640
8:15 AM	65	11	4	0	0	80	10	19	40	0	1	69	33	117	44	0	0	194	11	205	3	0	0	219	562
8:30 AM	47	8	9	0	1	64	9	6	27	0	0	42	19	101	61	0	0	181	12	191	3	0	0	206	493
8:45 AM	52	7	5	0	0	64	9	11	31	0	0	51	26	128	46	0	0	200	10	159	3	0	0	172	487
Total	224	33	22	0	1	279	41	51	152	0	1	244	118	476	207	0	0	801	45	803	10	0	0	858	2182
BREAK																									
4:00 PM	85	34	28	0	0	147	28	22	52	0	1	102	61	214	94	0	0	369	25	131	7	0	0	163	781
4:15 PM	87	34	20	0	0	141	35	31	54	0	0	120	53	218	90	0	0	361	24	135	7	0	0	166	788
4:30 PM	80	32	36	0	0	148	30	36	60	0	0	126	50	221	102	0	0	373	25	134	6	0	3	165	812
4:45 PM	85	27	20	0	0	132	21	35	55	0	1	111	55	261	121	0	0	437	25	144	15	0	0	184	864
Total	337	127	104	0	0	568	114	124	221	0	2	459	219	914	407	0	0	1540	99	544	35	0	3	678	3245
5:00 PM	91	46	22	0	0	159	36	42	64	0	0	142	58	269	99	0	0	426	26	140	12	0	0	178	905
5:15 PM	91	37	13	0	0	141	38	34	57	0	0	129	55	282	103	0	0	440	25	143	8	0	0	176	886
5:30 PM	83	23	22	0	0	128	39	35	68	0	0	142	55	253	115	0	0	423	24	131	11	0	2	166	859
5:45 PM	97	24	27	0	0	148	30	44	74	0	0	148	64	233	127	0	0	424	28	128	3	0	0	159	879
Total	362	130	84	0	0	576	143	155	263	0	0	561	232	1037	444	0	0	1713	103	542	34	0	2	679	3529
Grand Total	1327	328	228	0	1	1883	328	365	985	0	4	1678	683	2982	1211	1	1	4877	265	2890	81	0	6	3236	11674
Apprch %	70.5	17.4	12.1	0.0	0.1		19.5	21.8	58.7	0.0	0.2		14.0	61.1	24.8	0.0	0.0		8.2	89.3	2.5	0.0	0.2		
Total %	11.4	2.8	2.0	0.0	0.0	16.1	2.8	3.1	8.4	0.0	0.0	14.4	5.9	25.5	10.4	0.0	0.0	41.8	2.3	24.8	0.7	0.0	0.1	27.7	
Cars, PU, Vans	1313	328	228	0	1	1869	328	365	974		4	1667	677	2938	1204	1		4820	264	2834	80		6	3178	11534
% Cars, PU, Vans	98.9	100.0	100.0	0.0	100.0	99.3	100.0	100.0	98.9	0.0	100.0	99.3	99.1	98.5	99.4	100.0	0.0	98.8	99.6	98.1	98.8	0.0	100.0	98.2	98.8
Heavy Trucks	14	0	0	0		14	0	0	11	0		11	6	44	7	0		57	1	56	1	0		58	140
%Heavy Trucks	1.1	0.0	0.0	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0	0.7	0.9	1.5	0.6	0.0	0.0	1.2	0.4	1.9	1.2	0.0	0.0	1.8	1.2

Project ID: 18-09540-005
Location: Price Dr/Tanger Blvd & Bill Gardner Pkwy
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	Price Dr/Tanger Blvd Northbound					Price Dr/Tanger Blvd Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	106	7	5	0	118	7	7	85	0	99	23	132	33	0	188	3	262	0	0	265	670
7:30 AM	119	6	4	0	129	9	9	115	0	133	25	159	39	0	223	7	252	1	0	260	745
7:45 AM	124	18	5	0	147	9	14	85	0	108	41	173	56	1	271	4	222	1	0	227	753
8:00 AM	60	7	4	0	71	13	15	54	0	82	40	130	56	0	226	12	248	1	0	261	640
Total Volume	409	38	18	0	465	38	45	339	0	422	129	594	184	1	908	26	984	3	0	1013	2808
% App. Total	88.0	8.2	3.9	0.0	100	9.0	10.7	80.3	0.0	100	14.2	65.4	20.3	0.1	100	2.6	97.1	0.3	0.0	100	
PHF					0.791					0.793					0.838					0.956	0.932
Cars, PU, Vans	407	38	18	0	463	38	45	335	0	418	128	579	182	1	890	26	965	3	0	994	2765
% Cars, PU, Vans	99.5	100.0	100.0	0.0	99.6	100.0	100.0	98.8	0.0	99.1	99.2	97.5	98.9	100.0	98.0	100.0	98.1	100.0	0.0	98.1	98.5
Heavy Trucks	2	0	0	0	2	0	0	4	0	4	1	15	2	0	18	0	19	0	0	19	43
%Heavy Trucks	0.5	0.0	0.0	0.0	0.4	0.0	0.0	1.2	0.0	0.9	0.8	2.5	1.1	0.0	2.0	0.0	1.9	0.0	0.0	1.9	1.5

PM

	Price Dr/Tanger Blvd Northbound					Price Dr/Tanger Blvd Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM to 06:00 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	91	46	22	0	159	36	42	64	0	142	58	269	99	0	426	26	140	12	0	178	905
5:15 PM	91	37	13	0	141	38	34	57	0	129	55	282	103	0	440	25	143	8	0	176	886
5:30 PM	83	23	22	0	128	39	35	68	0	142	55	253	115	0	423	24	131	11	0	166	859
5:45 PM	97	24	27	0	148	30	44	74	0	148	64	233	127	0	424	28	128	3	0	159	879
Total Volume	362	130	84	0	576	143	155	263	0	561	232	1037	444	0	1713	103	542	34	0	679	3529
% App. Total	62.8	22.6	14.6	0.0	100	25.5	27.6	46.9	0.0	100	13.5	60.5	25.9	0.0	100	15.2	79.8	5.0	0.0	100	
PHF					0.906					0.948					0.973					0.954	0.975
Cars, PU, Vans	360	130	84	0	574	143	155	263	0	561	232	1033	444	0	1709	103	535	34	0	672	3516
% Cars, PU, Vans	99.4	100.0	100.0	0.0	99.7	100.0	100.0	100.0	0.0	100.0	100.0	99.6	100.0	0.0	99.8	100.0	98.7	100.0	0.0	99.0	99.6
Heavy Trucks	2	0	0	0	2	0	0	0	0	0	0	4	0	0	4	0	7	0	0	7	13
%Heavy Trucks	0.6	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.2	0.0	1.3	0.0	0.0	1.0	0.4

Prepared by National Data & Surveying Services

I-75 NB Ramp & Bill Gardner Pkwy

Peak Hour Turning Movement Count

ID: 18-09540-007
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:30 PM - 06:30 PM

I-75 NB Ramp — SOUTHBOUND

AM	0	0	0	0	1207	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	654	PM

Bill Gardner Pkwy — EASTBOUND

AM	NOON	PM		
822	0	732	⇦	
0	0	0	↶	0
216	0	90	↱	1
815	0	1513	→	2
0	0	0	↷	0
AM	NOON	PM		

CONTROL

Signalized

TEV	3041 AM	0 NOON	3243 PM
PHF	0.96		0.96

Bill Gardner Pkwy — WESTBOUND

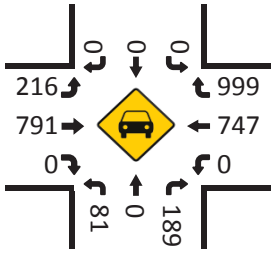
PM	NOON	AM		
562	0	991	↰	1
659	0	741	←	1
0	0	0	↰	0
0	0	0	↰	0
1857	0	1012	⇨	
PM	NOON	AM		

I-75 NB Ramp — NORTHBOUND

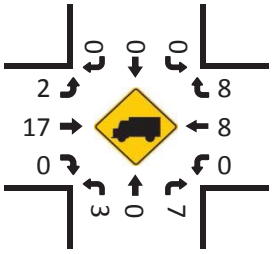
PM	0	0	73	2	344	PM
NOON	0	0	0	0	0	NOON
AM	0	0	81	0	197	AM

0 1 0 2

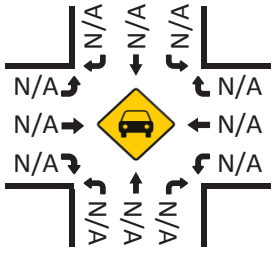
Total Vehicles (AM)



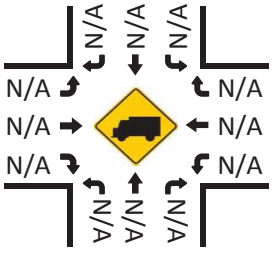
HT (AM)



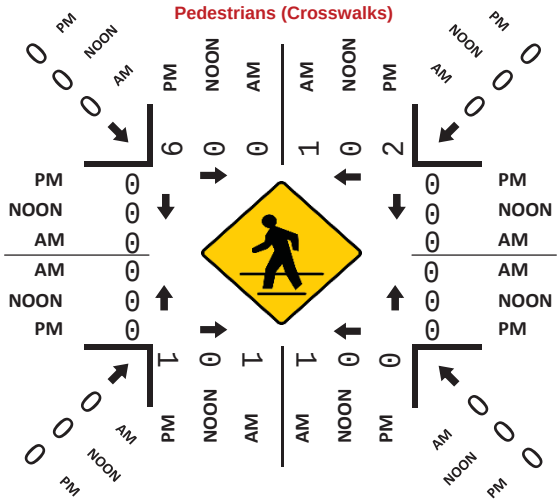
Total Vehicles (Noon)



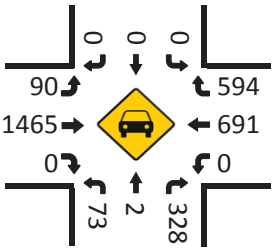
HT (NOON)



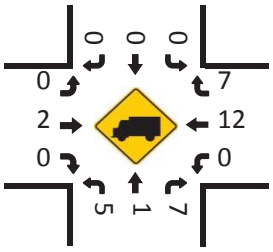
Pedestrians (Crosswalks)



Total Vehicles (PM)



HT (PM)



Project ID: 18-09540-007
Location: I-75 NB Ramp & Bill Gardner Pkwy
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	I-75 NB Ramp Northbound						I-75 NB Ramp Southbound						Bill Gardner Pkwy Eastbound						Bill Gardner Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	23	1	46	0	0	70	0	0	0	0	0	0	26	144	0	0	0	170	0	172	231	0	0	403	643
7:15 AM	18	0	50	0	1	68	0	0	0	0	0	0	53	183	0	0	0	236	0	208	284	0	0	492	796
7:30 AM	32	0	43	0	0	75	0	0	0	0	0	0	48	193	0	0	0	241	0	208	271	0	0	479	795
7:45 AM	20	0	46	0	0	66	0	0	0	0	0	0	62	247	0	0	0	309	0	201	216	0	0	417	792
Total	93	1	185	0	1	279	0	0	0	0	0	0	189	767	0	0	0	956	0	789	1002	0	0	1791	3026
8:00 AM	11	0	58	0	1	69	0	0	0	0	1	0	53	192	0	0	0	245	0	124	220	0	0	344	658
8:15 AM	9	0	43	0	0	52	0	0	0	0	1	0	19	153	0	0	0	172	0	108	211	0	0	319	543
8:30 AM	5	0	48	0	0	53	0	0	0	0	0	0	19	162	0	0	0	181	0	106	188	0	0	294	528
8:45 AM	9	0	45	0	0	54	0	0	0	0	1	0	12	161	0	0	0	173	0	88	158	0	0	246	473
Total	34	0	194	0	1	228	0	0	0	0	3	0	103	668	0	0	0	771	0	426	777	0	0	1203	2202
BREAK																									
4:30 PM	15	0	78	0	1	93	0	0	0	0	0	0	21	304	0	0	0	325	0	164	145	0	0	309	727
4:45 PM	15	1	72	0	0	88	0	0	0	0	0	0	11	374	0	0	0	385	0	156	156	0	0	312	785
Total	30	1	150	0	1	181	0	0	0	0	0	0	32	678	0	0	0	710	0	320	301	0	0	621	1512
5:00 PM	11	1	81	0	0	93	0	0	0	0	2	0	16	359	0	0	0	375	0	168	140	0	0	308	776
5:15 PM	29	0	103	0	1	132	0	0	0	0	4	0	32	410	0	0	0	442	0	142	121	0	0	263	837
5:30 PM	18	0	88	0	0	106	0	0	0	0	2	0	31	370	0	0	0	401	0	193	145	0	0	338	845
5:45 PM	22	0	78	0	0	100	0	0	0	0	0	0	29	363	0	0	0	392	0	145	148	0	0	293	785
Total	80	1	350	0	1	431	0	0	0	0	8	0	108	1502	0	0	0	1610	0	648	554	0	0	1202	3243
6:00 PM	18	0	76	0	0	94	0	0	0	0	2	0	30	349	0	0	0	379	0	132	144	0	0	276	749
6:15 PM	11	0	82	0	0	93	0	0	0	0	3	0	14	339	0	0	0	353	0	129	128	0	0	257	703
Total	29	0	158	0	0	187	0	0	0	0	5	0	44	688	0	0	0	732	0	261	272	0	0	533	1452
Grand Total	266	3	1037	0	4	1306	0	0	0	0	16	0	476	4303	0	0	0	4779	0	2444	2906	0	0	5350	11435
Apprch %	20.4	0.2	79.4	0.0	0.3		0.0	0.0	0.0	0.0	0.0		10.0	90.0	0.0	0.0	0.0		0.0	45.7	54.3	0.0	0.0		
Total %	2.3	0.0	9.1	0.0	0.0	11.4	0.0	0.0	0.0	0.0	0.1	0.0	4.2	37.6	0.0	0.0	0.0	41.8	0.0	21.4	25.4	0.0	0.0	46.8	
Cars, PU, Vans	252	1	999	0	4	1252	0	0	0		16	0	465	4269	0	0		4734	0	2406	2866		0	5272	11258
% Cars, PU, Vans	94.7	33.3	96.3	0.0	100.0	95.9	0.0	0.0	0.0	0.0	100.0	0.0	97.7	99.2	0.0	0.0	0.0	99.1	0.0	98.4	98.6	0.0	0.0	98.5	98.5
Heavy Trucks	14	2	38	0		54	0	0	0	0		0	11	34	0	0		45	0	38	40	0		78	177
%Heavy Trucks	5.3	66.7	3.7	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.8	0.0	0.0	0.0	0.9	0.0	1.6	1.4	0.0	0.0	1.5	1.5

Project ID: 18-09540-007
Location: I-75 NB Ramp & Bill Gardner Pkwy
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	I-75 NB Ramp Northbound					I-75 NB Ramp Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
7:15 AM	18	0	50	0	68	0	0	0	0	0	53	183	0	0	236	0	208	284	0	492	796
7:30 AM	32	0	43	0	75	0	0	0	0	0	48	193	0	0	241	0	208	271	0	479	795
7:45 AM	20	0	46	0	66	0	0	0	0	0	62	247	0	0	309	0	201	216	0	417	792
8:00 AM	11	0	58	0	69	0	0	0	0	0	53	192	0	0	245	0	124	220	0	344	658
Total Volume	81	0	197	0	278	0	0	0	0	0	216	815	0	0	1031	0	741	991	0	1732	3041
% App. Total	29.1	0.0	70.9	0.0	100	0.0	0.0	0.0	0.0	0	21.0	79.0	0.0	0.0	100	0.0	42.8	57.2	0.0	100	
PHF					0.927										0.834					0.880	0.955
Cars, PU, Vans	78	0	190	0	268	0	0	0	0	0	214	798	0	0	1012	0	733	983	0	1716	2996
% Cars, PU, Vans	96.3	0.0	96.4	0.0	96.4	0.0	0.0	0.0	0.0	0.0	99.1	97.9	0.0	0.0	98.2	0.0	98.9	99.2	0.0	99.1	98.5
Heavy Trucks	3	0	7	0	10	0	0	0	0	0	2	17	0	0	19	0	8	8	0	16	45
%Heavy Trucks	3.7	0.0	3.6	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.9	2.1	0.0	0.0	1.8	0.0	1.1	0.8	0.0	0.9	1.5

PM

	I-75 NB Ramp Northbound					I-75 NB Ramp Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:30 PM to 06:30 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	15	1	72	0	88	0	0	0	0	0	11	374	0	0	385	0	156	156	0	312	785
5:00 PM	11	1	81	0	93	0	0	0	0	0	16	359	0	0	375	0	168	140	0	308	776
5:15 PM	29	0	103	0	132	0	0	0	0	0	32	410	0	0	442	0	142	121	0	263	837
5:30 PM	18	0	88	0	106	0	0	0	0	0	31	370	0	0	401	0	193	145	0	338	845
Total Volume	73	2	344	0	419	0	0	0	0	0	90	1513	0	0	1603	0	659	562	0	1221	3243
% App. Total	17.4	0.5	82.1	0.0	100	0.0	0.0	0.0	0.0	0	5.6	94.4	0.0	0.0	100	0.0	54.0	46.0	0.0	100	
PHF					0.794										0.907					0.903	0.959
Cars, PU, Vans	68	1	337	0	406	0	0	0	0	0	90	1511	0	0	1601	0	647	555	0	1202	3209
% Cars, PU, Vans	93.2	50.0	98.0	0.0	96.9	0.0	0.0	0.0	0.0	0.0	100.0	99.9	0.0	0.0	99.9	0.0	98.2	98.8	0.0	98.4	99.0
Heavy Trucks	5	1	7	0	13	0	0	0	0	0	0	2	0	0	2	0	12	7	0	19	34
%Heavy Trucks	6.8	50.0	2.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	1.8	1.2	0.0	1.6	1.0

Prepared by National Data & Surveying Services

I-75 SB Ramp & Bill Gardner Pkwy

Peak Hour Turning Movement Count

ID: 18-09540-008
City: Locust Grove

Day: Thursday
Date: 02/15/2018

PEAK HOURS

AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:30 PM - 06:30 PM

I-75 SB Ramp — SOUTHBOUND

AM	121	1	369	0	0	AM
NOON	0	0	0	0	0	NOON
PM	126	0	1005	0	0	PM

1 0 2 0

Bill Gardner Pkwy — EASTBOUND

AM	NOON	PM		
771	0	559	⇦	
0	0	0	↶	0
0	0	0	↱	0
587	0	605	→	2
101	0	98	↴	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2061 AM	0 NOON	2562 PM
PHF	0.87		0.95

Bill Gardner Pkwy — WESTBOUND

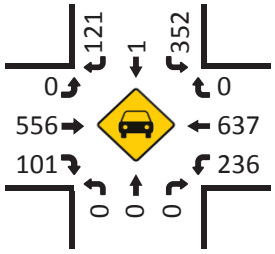
PM	NOON	AM		
0	0	0	↰	0
433	0	650	←	1
295	0	232	↰	1
0	0	0	↰	0
1610	0	956	⇨	
PM	NOON	AM		

0 0 0 0

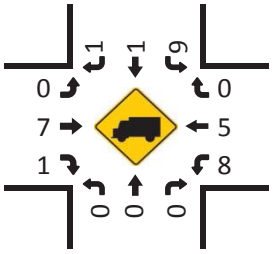
I-75 SB Ramp — NORTHBOUND

PM	393	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	334	0	0	0	0	AM

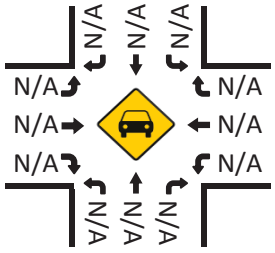
Total Vehicles (AM)



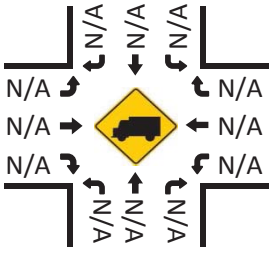
HT (AM)



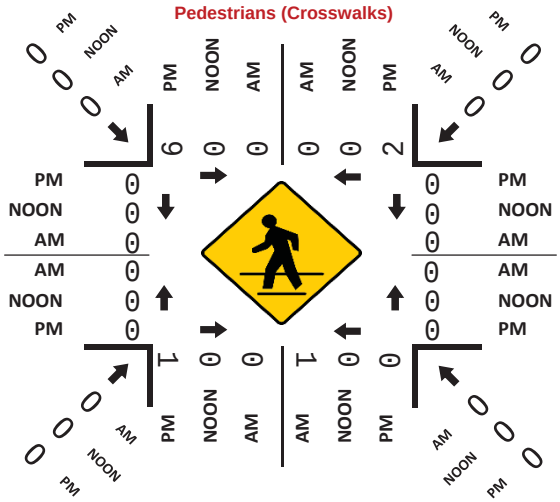
Total Vehicles (Noon)



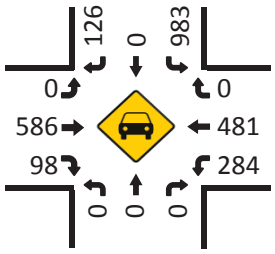
HT (NOON)



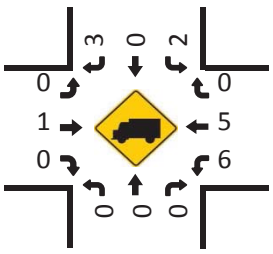
Pedestrians (Crosswalks)



Total Vehicles (PM)



HT (PM)



Project ID: 18-09540-008
Location: I-75 SB Ramp & Bill Gardner Pkwy
City: Locust Grove

Day: Thursday
Date: 02/15/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	I-75 SB Ramp Northbound						I-75 SB Ramp Southbound						Bill Gardner Pkwy Eastbound						Bill Gardner Pkwy Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	0	0	0	0	0	72	0	25	0	0	97	0	98	32	0	0	130	67	128	0	0	0	195	422
7:15 AM	0	0	0	0	1	0	100	0	25	0	0	125	0	136	26	0	0	162	68	158	0	0	0	226	513
7:30 AM	0	0	0	0	0	0	95	1	40	0	0	136	0	146	13	0	0	159	45	195	0	0	0	240	535
7:45 AM	0	0	0	0	0	0	102	0	31	0	0	133	0	207	30	0	0	237	52	169	0	0	0	221	591
Total	0	0	0	0	1	0	369	1	121	0	0	491	0	587	101	0	0	688	232	650	0	0	0	882	2061
8:00 AM	0	0	0	0	1	0	93	0	12	0	0	105	0	151	22	0	0	173	60	75	0	0	0	135	413
8:15 AM	0	0	0	0	0	0	75	2	8	0	2	85	0	97	13	0	0	110	48	69	0	0	0	117	312
8:30 AM	0	0	0	0	0	0	91	1	9	0	0	101	0	90	15	0	0	105	46	65	0	0	0	111	317
8:45 AM	0	0	0	0	0	0	81	1	2	0	0	84	0	92	7	0	0	99	38	59	0	0	0	97	280
Total	0	0	0	0	1	0	340	4	31	0	2	375	0	430	57	0	0	487	192	268	0	0	0	460	1322
BREAK																									
4:30 PM	0	0	0	0	1	0	197	0	29	0	1	226	0	128	20	0	0	148	84	95	0	1	0	180	554
4:45 PM	0	0	0	0	0	0	247	0	31	0	0	278	0	138	24	0	0	162	63	108	0	0	0	171	611
Total	0	0	0	0	1	0	444	0	60	0	1	504	0	266	44	0	0	310	147	203	0	1	0	351	1165
5:00 PM	0	0	0	0	1	0	247	0	26	0	3	273	0	128	27	0	0	155	78	101	0	0	0	179	607
5:15 PM	0	0	0	0	0	0	278	0	34	0	3	312	0	164	21	0	0	185	53	118	0	0	0	171	668
5:30 PM	0	0	0	0	0	0	247	0	37	0	2	284	0	154	25	0	0	179	100	111	0	0	0	211	674
5:45 PM	0	0	0	0	0	0	233	0	29	0	0	262	0	159	25	0	0	184	64	103	0	0	0	167	613
Total	0	0	0	0	1	0	1005	0	126	0	8	1131	0	605	98	0	0	703	295	433	0	0	0	728	2562
6:00 PM	0	0	0	0	0	0	232	1	23	0	2	256	0	147	9	0	0	156	67	83	0	0	0	150	562
6:15 PM	0	0	0	0	0	0	208	0	30	0	3	238	0	145	11	0	0	156	68	72	0	0	0	140	534
Total	0	0	0	0	0	0	440	1	53	0	5	494	0	292	20	0	0	312	135	155	0	0	0	290	1096
Grand Total	0	0	0	0	4	0	2598	6	391	0	16	2995	0	2180	320	0	0	2500	1001	1709	0	1	0	2711	8206
Apprch %	0.0	0.0	0.0	0.0	0.0		86.7	0.2	13.1	0.0	0.5		0.0	87.2	12.8	0.0	0.0		36.9	63.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	31.7	0.1	4.8	0.0	0.2	36.5	0.0	26.6	3.9	0.0	0.0	30.5	12.2	20.8	0.0	0.0	0.0	33.0	
Cars, PU, Vans	0	0	0	0	4	0	2571	5	384		16	2960	0	2164	319	0		2483	966	1690	0		0	2657	8100
% Cars, PU, Vans	0.0	0.0	0.0	0.0	100.0	0.0	99.0	83.3	98.2	0.0	100.0	98.8	0.0	99.3	99.7	0.0	0.0	99.3	96.5	98.9	0.0	0.0	0.0	98.0	98.7
Heavy Trucks	0	0	0	0		0	27	1	7	0		35	0	16	1	0		17	35	19	0	0		54	106
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	1.0	16.7	1.8	0.0	0.0	1.2	0.0	0.7	0.3	0.0	0.0	0.7	3.5	1.1	0.0	0.0	0.0	2.0	1.3

Project ID: 18-09540-008
Location: I-75 SB Ramp & Bill Gardner Pkwy
City: Locust Grove

PEAK HOURS

Day: Thursday
Date: 02/15/2018

AM

	I-75 SB Ramp Northbound					I-75 SB Ramp Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM to 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	0	0	0	0	72	0	25	0	97	0	98	32	0	130	67	128	0	0	195	422
7:15 AM	0	0	0	0	0	100	0	25	0	125	0	136	26	0	162	68	158	0	0	226	513
7:30 AM	0	0	0	0	0	95	1	40	0	136	0	146	13	0	159	45	195	0	0	240	535
7:45 AM	0	0	0	0	0	102	0	31	0	133	0	207	30	0	237	52	169	0	0	221	591
Total Volume	0	0	0	0	0	369	1	121	0	491	0	587	101	0	688	232	650	0	0	882	2061
% App. Total	0.0	0.0	0.0	0.0	0	75.2	0.2	24.6	0.0	100	0.0	85.3	14.7	0.0	100	26.3	73.7	0.0	0.0	100	
PHF										0.903					0.726					0.919	0.872
Cars, PU, Vans	0	0	0	0	0	360	0	120	0	480	0	580	100	0	680	224	645	0	0	869	2029
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	97.6	0.0	99.2	0.0	97.8	0.0	98.8	99.0	0.0	98.8	96.6	99.2	0.0	0.0	98.5	98.4
Heavy Trucks	0	0	0	0	0	9	1	1	0	11	0	7	1	0	8	8	5	0	0	13	32
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	2.4	100.0	0.8	0.0	2.2	0.0	1.2	1.0	0.0	1.2	3.4	0.8	0.0	0.0	1.5	1.6

PM

	I-75 SB Ramp Northbound					I-75 SB Ramp Southbound					Bill Gardner Pkwy Eastbound					Bill Gardner Pkwy Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:30 PM to 06:30 PM																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
5:00 PM	0	0	0	0	0	247	0	26	0	273	0	128	27	0	155	78	101	0	0	179	607
5:15 PM	0	0	0	0	0	278	0	34	0	312	0	164	21	0	185	53	118	0	0	171	668
5:30 PM	0	0	0	0	0	247	0	37	0	284	0	154	25	0	179	100	111	0	0	211	674
5:45 PM	0	0	0	0	0	233	0	29	0	262	0	159	25	0	184	64	103	0	0	167	613
Total Volume	0	0	0	0	0	1005	0	126	0	1131	0	605	98	0	703	295	433	0	0	728	2562
% App. Total	0.0	0.0	0.0	0.0	0	88.9	0.0	11.1	0.0	100	0.0	86.1	13.9	0.0	100	40.5	59.5	0.0	0.0	100	
PHF										0.906					0.950					0.863	0.950
Cars, PU, Vans	0	0	0	0	0	1003	0	123	0	1126	0	604	98	0	702	289	428	0	0	717	2545
% Cars, PU, Vans	0.0	0.0	0.0	0.0	0.0	99.8	0.0	97.6	0.0	99.6	0.0	99.8	100.0	0.0	99.9	98.0	98.8	0.0	0.0	98.5	99.3
Heavy Trucks	0	0	0	0	0	2	0	3	0	5	0	1	0	0	1	6	5	0	0	11	17
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.2	0.0	2.4	0.0	0.4	0.0	0.2	0.0	0.0	0.1	2.0	1.2	0.0	0.0	1.5	0.7

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 42 N/O Colvin Dr

Day: Thursday
Date: 2/15/2018

City: Locust Grove
Project #: GA18_9064_001n

North Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	14	6	1	1	0	0	0	2	0	0	0	0	24
01:00	0	8	6	0	0	0	0	0	1	0	0	0	0	15
02:00	0	13	6	0	0	0	0	2	1	0	0	0	0	22
03:00	0	15	5	0	3	0	0	0	1	0	0	0	0	24
04:00	0	49	15	1	2	1	0	0	1	0	0	0	0	69
05:00	3	121	26	1	11	3	0	1	1	0	0	0	0	167
06:00	1	215	76	0	18	2	0	1	6	0	0	0	0	319
07:00	0	408	112	0	36	5	0	0	5	0	0	0	0	566
08:00	0	340	102	1	39	11	0	3	5	0	0	0	0	501
09:00	0	269	63	2	16	7	0	3	4	0	0	0	0	364
10:00	1	248	65	1	24	6	0	3	3	0	0	0	0	351
11:00	0	270	71	2	15	6	0	1	4	0	0	0	0	369
12:00 PM	1	319	60	1	20	6	0	1	5	0	0	0	0	413
13:00	2	357	79	2	24	7	0	4	2	0	0	0	0	477
14:00	3	379	77	1	26	4	0	2	4	0	0	0	0	496
15:00	4	458	116	2	28	6	0	1	10	2	0	0	0	627
16:00	1	443	89	3	34	2	0	2	7	0	0	0	0	581
17:00	1	488	90	1	24	1	0	1	1	0	0	0	0	607
18:00	1	400	77	1	29	2	0	2	6	0	0	0	0	518
19:00	0	278	54	1	11	1	0	0	2	0	0	0	0	347
20:00	0	206	73	0	9	0	0	1	1	0	0	0	0	290
21:00	0	160	28	0	5	0	0	0	2	0	0	0	0	195
22:00	0	104	18	0	3	1	0	0	1	0	0	0	0	127
23:00	0	48	8	1	1	0	0	0	2	0	0	0	0	60
Totals	**18**	**5610**	**1322**	**22**	**379**	**71**		**28**	**77**	**2**				**7529**
% of Totals	0%	75%	18%	0%	5%	1%		0%	1%	0%				100%

AM Volumes	5	1970	553	9	165	41	0	14	34	0	0	0	0	2791
% AM	0%	26%	7%	0%	2%	1%		0%	0%					37%
AM Peak Hour	05:00	07:00	07:00	09:00	08:00	08:00		08:00	06:00					07:00
Volume	3	408	112	2	39	11		3	6					566
PM Volumes	13	3640	769	13	214	30	0	14	43	2	0	0	0	4738
% PM	0%	48%	10%	0%	3%	0%		0%	1%	0%				63%
PM Peak Hour	15:00	17:00	15:00	16:00	16:00	13:00		13:00	15:00	15:00				15:00
Volume	4	488	116	3	34	7		4	10	2				627

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	1067	⟷	14%	890	⟷	12%	1188	⟷	16%	4384	⟷	58%

Classification Definitions

1 Motorcycles
2 Passenger Cars
3 2-Axle, 4-Tire Single Units
4 Buses
5 2-Axle, 6-Tire Single Units
6 3-Axle Single Units
7 > =4-Axle Single Units
8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 42 N/O Colvin Dr

Day: Thursday
Date: 2/15/2018

City: Locust Grove
Project #: GA18_9064_001s

South Bound

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	23	9	0	0	0	0	1	0	0	0	0	0	33
01:00	0	29	3	0	0	0	0	1	0	0	0	0	0	33
02:00	0	14	0	0	1	0	0	2	1	0	0	0	0	18
03:00	0	16	3	0	1	0	0	0	0	0	0	0	0	20
04:00	0	32	7	0	2	1	0	2	1	0	0	0	0	45
05:00	0	81	13	2	6	1	0	2	0	0	0	0	0	105
06:00	0	180	32	1	12	1	0	1	1	0	0	0	0	228
07:00	0	456	98	3	42	5	0	4	3	0	0	0	0	611
08:00	0	280	68	2	25	6	0	4	5	0	0	0	0	390
09:00	0	240	68	0	30	6	0	4	6	0	0	0	0	354
10:00	4	252	74	1	17	3	0	10	2	0	0	0	0	363
11:00	3	318	80	1	23	7	0	5	5	0	0	0	0	442
12:00 PM	2	345	69	2	17	9	0	7	3	0	0	0	0	454
13:00	3	380	102	3	21	3	0	6	6	0	0	0	0	524
14:00	1	435	106	1	26	5	0	4	4	0	0	0	0	582
15:00	2	466	108	2	31	7	0	3	2	0	0	0	0	621
16:00	0	511	117	1	34	2	0	6	2	0	0	0	0	673
17:00	2	625	151	4	43	0	0	4	4	0	0	0	0	833
18:00	0	427	94	0	20	0	0	2	1	0	0	0	0	544
19:00	1	306	67	1	5	1	0	2	5	0	0	0	0	388
20:00	1	205	39	0	14	0	0	2	1	0	0	0	0	262
21:00	0	118	23	0	5	0	0	0	0	0	0	0	0	146
22:00	0	111	11	0	1	1	0	1	0	0	0	0	0	125
23:00	0	59	14	1	3	0	0	2	0	0	0	0	0	79
Totals	**19**	**5909**	**1356**	**25**	**379**	**58**		**75**	**52**					**7873**
% of Totals	0%	75%	17%	0%	5%	1%		1%	1%					100%

AM Volumes	7	1921	455	10	159	30	0	36	24	0	0	0	0	2642
% AM	0%	24%	6%	0%	2%	0%		0%	0%					34%
AM Peak Hour	10:00	07:00	07:00	07:00	07:00	11:00		10:00	09:00					07:00
Volume	4	456	98	3	42	7		10	6					611
PM Volumes	12	3988	901	15	220	28	0	39	28	0	0	0	0	5231
% PM	0%	51%	11%	0%	3%	0%		0%	0%					66%
PM Peak Hour	13:00	17:00	17:00	17:00	17:00	12:00		12:00	13:00					17:00
Volume	3	625	151	4	43	9		7	6					833

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume		%	Volume		%	Volume		%	Volume		%
	1001	⟷	13%	978	⟷	12%	1506	⟷	19%	4388	⟷	56%

Classification Definitions

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8 <=4-Axle Single Trailers
9 5-Axle Single Trailers
10 >=6-Axle Single Trailers
11 <=5-Axle Multi-Trailers
12 6-Axle Multi-Trailers
13 >=7-Axle Multi-Trailers

Prepared by National Data & Surveying Services

CLASSIFICATION

SR 42 N/O Colvin Dr

Day: Thursday
Date: 2/15/2018

City: Locust Grove
Project #: GA18_9064_001

Summary

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	37	15	1	1	0	0	1	2	0	0	0	0	57
01:00	0	37	9	0	0	0	0	1	1	0	0	0	0	48
02:00	0	27	6	0	1	0	0	4	2	0	0	0	0	40
03:00	0	31	8	0	4	0	0	0	1	0	0	0	0	44
04:00	0	81	22	1	4	2	0	2	2	0	0	0	0	114
05:00	3	202	39	3	17	4	0	3	1	0	0	0	0	272
06:00	1	395	108	1	30	3	0	2	7	0	0	0	0	547
07:00	0	864	210	3	78	10	0	4	8	0	0	0	0	1177
08:00	0	620	170	3	64	17	0	7	10	0	0	0	0	891
09:00	0	509	131	2	46	13	0	7	10	0	0	0	0	718
10:00	5	500	139	2	41	9	0	13	5	0	0	0	0	714
11:00	3	588	151	3	38	13	0	6	9	0	0	0	0	811
12:00 PM	3	664	129	3	37	15	0	8	8	0	0	0	0	867
13:00	5	737	181	5	45	10	0	10	8	0	0	0	0	1001
14:00	4	814	183	2	52	9	0	6	8	0	0	0	0	1078
15:00	6	924	224	4	59	13	0	4	12	2	0	0	0	1248
16:00	1	954	206	4	68	4	0	8	9	0	0	0	0	1254
17:00	3	1113	241	5	67	1	0	5	5	0	0	0	0	1440
18:00	1	827	171	1	49	2	0	4	7	0	0	0	0	1062
19:00	1	584	121	2	16	2	0	2	7	0	0	0	0	735
20:00	1	411	112	0	23	0	0	3	2	0	0	0	0	552
21:00	0	278	51	0	10	0	0	0	2	0	0	0	0	341
22:00	0	215	29	0	4	2	0	1	1	0	0	0	0	252
23:00	0	107	22	2	4	0	0	2	2	0	0	0	0	139
Totals	**37**	**11519**	**2678**	**47**	**758**	**129**		**103**	**129**	**2**				**15402**
% of Totals	0%	75%	17%	0%	5%	1%		1%	1%	0%				100%

AM Volumes	12	3891	1008	19	324	71	0	50	58	0	0	0	0	5433
% AM	0%	25%	7%	0%	2%	0%		0%	0%					35%
AM Peak Hour	10:00	07:00	07:00	05:00	07:00	08:00		10:00	08:00					07:00
Volume	5	864	210	3	78	17		13	10					1177
PM Volumes	25	7628	1670	28	434	58	0	53	71	2	0	0	0	9969
% PM	0%	50%	11%	0%	3%	0%		0%	0%	0%				65%
PM Peak Hour	15:00	17:00	17:00	13:00	16:00	12:00		13:00	15:00	15:00				17:00
Volume	6	1113	241	5	68	15		10	12	2				1440

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%	Volume	⟷	%
	2068		13%	1868		12%	2694		17%	8772		57%

Classification Definitions

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Prepared by National Data & Surveying Services

VOLUME

SR 42 N/O Colvin Dr

Day: Thursday
Date: 2/15/2018

City: Locust Grove
Project #: GA18_9064_001

DAILY TOTALS	NB	SB	EB	WB	Total
	7,529	7,873	0	0	15,402

AM Period	NB		SB		WB	TOTAL		PM Period	NB		SB		EB	TOTAL	
00:00	8		9		0	17		12:00	91		110		0	201	
00:15	4		8		0	12		12:15	115		106		0	221	
00:30	6		7		0	13		12:30	100		107		0	207	
00:45	6	24	9	33	0	15	57	12:45	107	413	131	454	0	238	867
01:00	3		6		0	9		13:00	123		153		0	276	
01:15	4		9		0	13		13:15	116		138		0	254	
01:30	1		6		0	7		13:30	104		106		0	210	
01:45	7	15	12	33	0	19	48	13:45	134	477	127	524	0	261	1001
02:00	3		8		0	11		14:00	129		116		0	245	
02:15	6		5		0	11		14:15	119		164		0	283	
02:30	5		3		0	8		14:30	122		139		0	261	
02:45	8	22	2	18	0	10	40	14:45	126	496	163	582	0	289	1078
03:00	6		5		0	11		15:00	132		159		0	291	
03:15	2		2		0	4		15:15	169		146		0	315	
03:30	6		5		0	11		15:30	175		168		0	343	
03:45	10	24	8	20	0	18	44	15:45	151	627	148	621	0	299	1248
04:00	10		8		0	18		16:00	151		153		0	304	
04:15	14		8		0	22		16:15	138		169		0	307	
04:30	22		19		0	41		16:30	158		181		0	339	
04:45	23	69	10	45	0	33	114	16:45	134	581	170	673	0	304	1254
05:00	25		18		0	43		17:00	153		213		0	366	
05:15	42		16		0	58		17:15	157		223		0	380	
05:30	57		28		0	85		17:30	149		184		0	333	
05:45	43	167	43	105	0	86	272	17:45	148	607	213	833	0	361	1440
06:00	51		56		0	107		18:00	161		168		0	329	
06:15	64		42		0	106		18:15	114		144		0	258	
06:30	104		54		0	158		18:30	117		122		0	239	
06:45	100	319	76	228	0	176	547	18:45	126	518	110	544	0	236	1062
07:00	117		110		0	227		19:00	92		84		0	176	
07:15	130		154		0	284		19:15	74		117		0	191	
07:30	172		190		0	362		19:30	98		109		0	207	
07:45	147	566	157	611	0	304	1177	19:45	83	347	78	388	0	161	735
08:00	164		124		0	288		20:00	79		62		0	141	
08:15	127		93		0	220		20:15	80		64		0	144	
08:30	113		80		0	193		20:30	63		71		0	134	
08:45	97	501	93	390	0	190	891	20:45	68	290	65	262	0	133	552
09:00	101		104		0	205		21:00	55		34		0	89	
09:15	91		75		0	166		21:15	46		34		0	80	
09:30	66		87		0	153		21:30	54		37		0	91	
09:45	106	364	88	354	0	194	718	21:45	40	195	41	146	0	81	341
10:00	77		95		0	172		22:00	43		38		0	81	
10:15	93		101		0	194		22:15	40		38		0	78	
10:30	86		99		0	185		22:30	27		30		0	57	
10:45	95	351	68	363	0	163	714	22:45	17	127	19	125	0	36	252
11:00	79		105		0	184		23:00	21		27		0	48	
11:15	111		100		0	211		23:15	19		20		0	39	
11:30	87		122		0	209		23:30	10		15		0	25	
11:45	92	369	115	442	0	207	811	23:45	10	60	17	79	0	27	139

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use		Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution	
			Total	Inbound	Outbound					
Warehousing	TOTAL PROJECT TRIPS	1,251,250 S.F.				150	1000 S.F			
	Daily		**2,022**	1,011	1,011			T = 1.58 (X) + 45.54	50%	50%
	AM Peak Hour		**175**	135	40			T = 0.12 (X) + 25.32	77%	23%
	PM Peak Hour		**178**	48	130			T = 0.12 (X) + 27.82	27%	73%
	TRUCK TRIPS							3rd Ed Handbook LUC	rom above	
	Daily		**800**	400	400			T=0.64(X)		
	AM Peak Hour		**38**	29	9			T=0.03(X)		
	PM Peak Hour		**50**	14	36			T=0.04(X)		
	PERSONAL VEHICLE TRIPS									
	Daily		**1,222**	611	611					
	AM Peak Hour		**137**	106	31					
	PM Peak Hour		**128**	34	94					

Warehousing (150)

Based upon methodology from ITE's Trip Generation, 10th Edition (2017)

Project Land Use		Project Density	Project Trips			ITE Code	Variable	Equation Used[1]	In/Out Distribution	
			Total	Inbound	Outbound					
Warehousing	TOTAL PROJECT TRIPS	2,615,250 S.F.				150	1000 S.F			
	Daily		**4,178**	2,089	2,089			T = 1.58 (X) + 45.54	50%	50%
	AM Peak Hour		**339**	261	78			T = 0.12 (X) + 25.32	77%	23%
	PM Peak Hour		**342**	92	250			T = 0.12 (X) + 27.82	27%	73%
	TRUCK TRIPS							3rd Ed Handbook LUC	rom above	
	Daily		**1,674**	837	837			T=0.64(X)		
	AM Peak Hour		**78**	60	18			T=0.03(X)		
	PM Peak Hour		**105**	28	77			T=0.04(X)		
	PERSONAL VEHICLE TRIPS									
	Daily		**2,504**	1,252	1,252					
	AM Peak Hour		**261**	201	60					
	PM Peak Hour		**237**	64	173					

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	73	31	565	7	8	600
Future Vol, veh/h	73	31	565	7	8	600
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	74	32	577	7	8	612

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1209	581	0	0	584	0
Stage 1	581	-	-	-	-	-
Stage 2	628	-	-	-	-	-
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	202	514	-	-	991	-
Stage 1	559	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	514	-	-	991	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	532	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.5	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	991	-
HCM Lane V/C Ratio	-	-	0.433	0.008	-
HCM Control Delay (s)	-	-	30.5	8.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	20	581	77	44	780
Future Vol, veh/h	14	20	581	77	44	780
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	20	581	77	44	780

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1488	620	0	0	658	0
Stage 1	620	-	-	-	-	-
Stage 2	868	-	-	-	-	-
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	137	488	-	-	930	-
Stage 1	536	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	488	-	-	930	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.9	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	224	930	-
HCM Lane V/C Ratio	-	-	0.152	0.047	-
HCM Control Delay (s)	-	-	23.9	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	28.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	0	70	0	0	12	62	507	2	5	569	125
Future Vol, veh/h	106	0	70	0	0	12	62	507	2	5	569	125
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	120	0	80	0	0	14	70	576	2	6	647	142

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1383	1377	647	1486	1517	576	789	0	0	578	0	0
Stage 1	659	659	-	716	716	-	-	-	-	-	-	-
Stage 2	724	718	-	770	801	-	-	-	-	-	-	-
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	121	145	471	103	119	517	831	-	-	996	-	-
Stage 1	453	461	-	421	434	-	-	-	-	-	-	-
Stage 2	417	433	-	393	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 106	126	471	77	103	517	831	-	-	996	-	-
Mov Cap-2 Maneuver	~ 106	126	-	77	103	-	-	-	-	-	-	-
Stage 1	397	456	-	369	380	-	-	-	-	-	-	-
Stage 2	356	379	-	323	393	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	234.1	12.2	1.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	831	-	-	153	517	996	-	-
HCM Lane V/C Ratio	0.085	-	-	1.307	0.026	0.006	-	-
HCM Control Delay (s)	9.7	0	-	234.1	12.2	8.6	0	-
HCM Lane LOS	A	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	12.1	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	33.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	0	60	2	1	1	46	588	1	1	720	103
Future Vol, veh/h	121	0	60	2	1	1	46	588	1	1	720	103
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	0	63	2	1	1	48	613	1	1	750	107

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1463	1462	750	1546	1568	613	857	0	0	614	0	0
Stage 1	752	752	-	709	709	-	-	-	-	-	-	-
Stage 2	711	710	-	837	859	-	-	-	-	-	-	-
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	~ 107	129	411	93	111	492	783	-	-	965	-	-
Stage 1	402	418	-	425	437	-	-	-	-	-	-	-
Stage 2	424	437	-	361	373	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 98	117	411	73	100	492	783	-	-	965	-	-
Mov Cap-2 Maneuver	~ 98	117	-	73	100	-	-	-	-	-	-	-
Stage 1	365	417	-	385	396	-	-	-	-	-	-	-
Stage 2	383	396	-	305	372	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	297.3	42.2	0.7	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	783	-	-	131	101	965	-	-
HCM Lane V/C Ratio	0.061	-	-	1.439	0.041	0.001	-	-
HCM Control Delay (s)	9.9	0	-	297.3	42.2	8.7	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	12.7	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	99	11	35	454	327	342
Future Vol, veh/h	99	11	35	454	327	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	13	42	547	394	412

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1025	394	394	0	-	0
Stage 1	394	-	-	-	-	-
Stage 2	631	-	-	-	-	-
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	260	655	1165	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	251	655	1165	-	-	-
Mov Cap-2 Maneuver	251	-	-	-	-	-
Stage 1	656	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.6	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1165	-	251	655	-	-
HCM Lane V/C Ratio	0.036	-	0.475	0.02	-	-
HCM Control Delay (s)	8.2	-	31.7	10.6	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	2.4	0.1	-	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	169	73	68	501	460	311
Future Vol, veh/h	169	73	68	501	460	311
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
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	182	78	73	539	495	334

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1180	495	495	0	-	0
Stage 1	495	-	-	-	-	-
Stage 2	685	-	-	-	-	-
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	210	575	1069	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	575	1069	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	70.7	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1069	-	196	575	-	-
HCM Lane V/C Ratio	0.068	-	0.927	0.137	-	-
HCM Control Delay (s)	8.6	-	96	12.2	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	7.4	0.5	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	175	444	882	309	225	122
Future Volume (veh/h)	175	444	882	309	225	122
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	182	0	919	322	234	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	226		973	1322	290	
Arrive On Green	0.13	0.00	0.47	0.71	0.16	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	182	0	919	322	234	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	7.2	0.0	29.2	4.4	8.7	0.0
Cycle Q Clear(g_c), s	7.2	0.0	29.2	4.4	8.7	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	226		973	1322	290	
V/C Ratio(X)	0.80		0.94	0.24	0.81	
Avail Cap(c_a), veh/h	395		1127	1607	415	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	11.9	3.8	29.4	0.0
Incr Delay (d2), s/veh	6.6	0.0	14.2	0.1	7.5	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	3.2	0.0	11.6	0.9	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.2	0.0	26.1	3.8	36.9	0.0
LnGrp LOS	D		C	A	D	
Approach Vol, veh/h	182	A		1241	234	A
Approach Delay, s/veh	37.2			20.3	36.9	
Approach LOS	D			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.0		15.2	39.8	17.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		62.0		16.0	40.0	16.0
Max Q Clear Time (g_c+I1), s		6.4		9.2	31.2	10.7
Green Ext Time (p_c), s		1.8		0.2	2.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	259	881	615	277	352	137
Future Volume (veh/h)	259	881	615	277	352	137
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	264	0	628	283	359	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	326		695	1167	427	
Arrive On Green	0.18	0.00	0.30	0.62	0.23	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	264	0	628	283	359	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	8.8	0.0	15.0	4.2	11.4	0.0
Cycle Q Clear(g_c), s	8.8	0.0	15.0	4.2	11.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	326		695	1167	427	
V/C Ratio(X)	0.81		0.90	0.24	0.84	
Avail Cap(c_a), veh/h	774		936	1536	542	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.4	0.0	11.4	5.2	22.9	0.0
Incr Delay (d2), s/veh	4.8	0.0	9.6	0.1	9.3	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	3.7	0.0	5.8	1.0	5.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.2	0.0	21.1	5.3	32.2	0.0
LnGrp LOS	C		C	A	C	
Approach Vol, veh/h	264	A		911	359	A
Approach Delay, s/veh	29.2			16.2	32.2	
Approach LOS	C			B	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		44.8		17.4	24.6	20.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		51.0		27.0	27.0	18.0
Max Q Clear Time (g_c+I1), s		6.2		10.8	17.0	13.4
Green Ext Time (p_c), s		1.6		0.6	1.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	594	184	26	984	3	409	38	18	38	45	339
Future Volume (veh/h)	130	594	184	26	984	3	409	38	18	38	45	339
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	140	639	0	28	1058	3	440	41	19	41	48	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1229		295	1153	3	476	541	458	217	97	
Arrive On Green	0.05	0.35	0.00	0.02	0.32	0.32	0.27	0.29	0.29	0.03	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3635	10	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	140	639	0	28	517	544	440	41	19	41	48	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	4.0	11.1	0.0	0.8	21.6	21.6	18.5	1.2	0.7	1.7	1.9	0.0
Cycle Q Clear(g_c), s	4.0	11.1	0.0	0.8	21.6	21.6	18.5	1.2	0.7	1.7	1.9	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1229		295	564	593	476	541	458	217	97	
V/C Ratio(X)	0.68	0.52		0.09	0.92	0.92	0.92	0.08	0.04	0.19	0.49	
Avail Cap(c_a), veh/h	206	1229		346	576	606	485	801	679	256	388	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.9	20.1	0.0	17.5	25.3	25.3	27.5	19.9	19.7	33.2	35.5	0.0
Incr Delay (d2), s/veh	8.8	0.4	0.0	0.1	19.5	18.8	23.3	0.1	0.0	0.4	3.8	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	2.0	4.1	0.0	0.3	11.1	11.6	10.2	0.5	0.2	0.7	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	20.5	0.0	17.7	44.8	44.1	50.8	20.0	19.7	33.6	39.4	0.0
LnGrp LOS	C	C		B	D	D	D	B	B	C	D	
Approach Vol, veh/h		779	A		1089			500			89	A
Approach Delay, s/veh		22.2			43.8			47.1			36.7	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	28.3	7.8	32.7	26.6	10.0	10.0	30.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.3	33.0	4.0	25.0	21.0	16.0	4.0	25.0
Max Q Clear Time (g_c+I1), s	3.7	3.2	2.8	13.1	20.5	3.9	6.0	23.6
Green Ext Time (p_c), s	0.0	0.2	0.0	3.1	0.1	0.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	1037	444	103	542	34	362	130	84	143	155	263
Future Volume (veh/h)	232	1037	444	103	542	34	362	130	84	143	155	263
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	239	1069	0	106	559	35	373	134	87	147	160	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	1309		210	1025	64	376	427	362	370	204	
Arrive On Green	0.11	0.37	0.00	0.04	0.30	0.30	0.21	0.23	0.23	0.09	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3397	212	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	239	1069	0	106	292	302	373	134	87	147	160	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1832	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.9	24.5	0.0	3.7	12.4	12.4	18.8	5.4	4.0	6.5	7.5	0.0
Cycle Q Clear(g_c), s	7.9	24.5	0.0	3.7	12.4	12.4	18.8	5.4	4.0	6.5	7.5	0.0
Prop In Lane	1.00		1.00	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1309		210	536	553	376	427	362	370	204	
V/C Ratio(X)	0.58	0.82		0.50	0.54	0.55	0.99	0.31	0.24	0.40	0.78	
Avail Cap(c_a), veh/h	453	1309		210	536	553	376	540	458	385	333	
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)	0.67	0.67	0.00	0.39	0.39	0.39	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.2	25.7	0.0	22.8	26.2	26.3	35.4	28.8	28.3	31.3	39.0	0.0
Incr Delay (d2), s/veh	1.0	3.9	0.0	0.8	0.4	0.4	44.1	0.4	0.3	0.7	6.4	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	3.0	10.1	0.0	1.5	4.9	5.1	12.2	2.3	1.5	2.7	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.2	29.6	0.0	23.6	26.7	26.7	79.6	29.3	28.7	32.0	45.5	0.0
LnGrp LOS	B	C		C	C	C	E	C	C	C	D	
Approach Vol, veh/h		1308	A		700			594			307	A
Approach Delay, s/veh		27.7			26.2			60.8			39.0	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	26.6	10.0	39.2	25.0	15.8	16.0	33.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.3	26.0	4.0	27.0	19.0	16.0	12.0	19.0
Max Q Clear Time (g_c+I1), s	9.9	7.4	5.7	26.5	20.8	9.5	9.9	14.4
Green Ext Time (p_c), s	0.0	0.8	0.0	0.4	0.0	0.3	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	21	601	22	12	655
Future Vol, veh/h	13	21	601	22	12	655
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	24	683	25	14	744

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1468	696	0	0	708	0
Stage 1	696	-	-	-	-	-
Stage 2	772	-	-	-	-	-
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	141	442	-	-	891	-
Stage 1	495	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	442	-	-	891	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	239	891	-
HCM Lane V/C Ratio	-	-	0.162	0.015	-
HCM Control Delay (s)	-	-	22.9	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

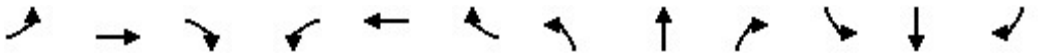
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	20	655	13	19	794
Future Vol, veh/h	14	20	655	13	19	794
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	22	728	14	21	882

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1659	735	0	0	742	0
Stage 1	735	-	-	-	-	-
Stage 2	924	-	-	-	-	-
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	107	420	-	-	865	-
Stage 1	474	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	420	-	-	865	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	387	-	-	-	-	-

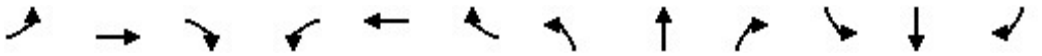
Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	865	-
HCM Lane V/C Ratio	-	-	0.205	0.024	-
HCM Control Delay (s)	-	-	29.6	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	214	798	0	0	733	983	81	0	190	0	0	0
Future Volume (veh/h)	214	798	0	0	733	983	81	0	190	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	223	831	0	0	764	0	84	0	198			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	639	2504	0	0	1397		197	0	309			
Arrive On Green	0.22	0.70	0.00	0.00	0.39	0.00	0.11	0.00	0.11			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	223	831	0	0	764	0	84	0	198			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	0.0	5.9	0.0	0.0	10.8	0.0	2.9	0.0	4.4			
Cycle Q Clear(g_c), s	0.0	5.9	0.0	0.0	10.8	0.0	2.9	0.0	4.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	639	2504	0	0	1397		197	0	309			
V/C Ratio(X)	0.35	0.33	0.00	0.00	0.55		0.43	0.00	0.64			
Avail Cap(c_a), veh/h	639	2504	0	0	1421		438	0	687			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.81	0.81	0.00	0.00	0.12	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	15.9	3.7	0.0	0.0	15.2	0.0	27.0	0.0	27.7			
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.0	0.1	0.0	1.5	0.0	2.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	1.1	0.0	0.0	3.6	0.0	1.2	0.0	1.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	4.0	0.0	0.0	15.3	0.0	28.4	0.0	29.9			
LnGrp LOS	B	A	A	A	B		C	A	C			
Approach Vol, veh/h		1054			764	A		282				
Approach Delay, s/veh		6.6			15.3			29.5				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		13.2		51.8			20.2	31.6				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		37.0			5.0	26.0				
Max Q Clear Time (g_c+I1), s		6.4		7.9			2.0	12.8				
Green Ext Time (p_c), s		0.8		5.8			0.2	4.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.8									
HCM 6th LOS			B									

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	1513	0	0	659	562	73	2	344	0	0	0
Future Volume (veh/h)	90	1513	0	0	659	562	73	2	344	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	94	1576	0	0	686	0	76	2	358			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	478	2231	0	0	1688		299	8	481			
Arrive On Green	0.11	1.00	0.00	0.00	0.47	0.00	0.17	0.17	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1738	46	2790			
Grp Volume(v), veh/h	94	1576	0	0	686	0	78	0	358			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1783	0	1395			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	7.5	0.0	2.3	0.0	7.3			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	7.5	0.0	2.3	0.0	7.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.97		1.00			
Lane Grp Cap(c), veh/h	478	2231	0	0	1688		307	0	481			
V/C Ratio(X)	0.20	0.71	0.00	0.00	0.41		0.25	0.00	0.74			
Avail Cap(c_a), veh/h	532	2231	0	0	1688		476	0	744			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.52	0.52	0.00	0.00	0.59	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	6.6	0.0	0.0	0.0	10.2	0.0	21.5	0.0	23.6			
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.0	0.1	0.0	0.4	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.0	0.0	2.2	0.0	0.9	0.0	2.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	1.0	0.0	0.0	10.3	0.0	21.9	0.0	25.9			
LnGrp LOS	A	A	A	A	B		C	A	C			
Approach Vol, veh/h		1670			686	A		436				
Approach Delay, s/veh		1.3			10.3			25.2				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		16.3		43.7			9.2	34.5				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		32.0			5.0	21.0				
Max Q Clear Time (g_c+I1), s		9.3		2.0			3.5	9.5				
Green Ext Time (p_c), s		1.0		14.1			0.0	3.3				

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	587	101	232	650	0	0	0	0	369	1	121
Future Volume (veh/h)	0	587	101	232	650	0	0	0	0	369	1	121
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	599	103	237	663	0				377	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	793	353	395	842	0				1209	655	
Arrive On Green	0.00	0.22	0.22	0.13	0.45	0.00				0.35	0.35	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	599	103	237	663	0				377	1	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	9.5	3.2	5.7	18.1	0.0				4.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.5	3.2	5.7	18.1	0.0				4.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	793	353	395	842	0				1209	655	
V/C Ratio(X)	0.00	0.76	0.29	0.60	0.79	0.00				0.31	0.00	
Avail Cap(c_a), veh/h	0	1007	449	436	998	0				1209	655	
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	1.00	1.00	0.84	0.84	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	21.8	19.4	14.7	14.1	0.0				14.2	12.7	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.5	1.6	3.1	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	1.1	2.0	6.4	0.0				1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.3	19.8	16.3	17.1	0.0				14.9	12.7	0.0
LnGrp LOS	A	C	B	B	B	A				B	B	
Approach Vol, veh/h		702			900						378	A
Approach Delay, s/veh		23.6			16.9						14.9	
Approach LOS		C			B						B	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		13.6	19.4		27.0		33.0					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		9.0	17.0		16.0		32.0					
Max Q Clear Time (g_c+I1), s		7.7	11.5		6.8		20.1					
Green Ext Time (p_c), s		0.1	1.9		0.9		3.2					

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	605	98	295	433	0	0	0	0	1005	0	126
Future Volume (veh/h)	0	605	98	295	433	0	0	0	0	1005	0	126
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	611	99	298	437	0				1015	0	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	788	351	318	789	0				1307	707	
Arrive On Green	0.00	0.22	0.22	0.10	0.42	0.00				0.38	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	611	99	298	437	0				1015	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	9.7	3.1	5.2	10.6	0.0				15.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	9.7	3.1	5.2	10.6	0.0				15.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	788	351	318	789	0				1307	707	
V/C Ratio(X)	0.00	0.78	0.28	0.94	0.55	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	948	423	318	873	0				1307	707	
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	1.00	1.00	0.91	0.91	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	21.9	19.4	25.4	13.1	0.0				16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.4	0.4	32.3	0.6	0.0				4.6	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
%ile BackOfQ(50%),veh/ln	0.0	3.8	1.0	6.3	3.6	0.0				5.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	19.8	57.7	13.6	0.0				21.0	0.0	0.0
LnGrp LOS	A	C	B	E	B	A				C	A	
Approach Vol, veh/h		710			735						1015	A
Approach Delay, s/veh		24.6			31.5						21.0	
Approach LOS		C			C						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		12.0	19.3		28.7		31.3					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		6.0	16.0		20.0		28.0					
Max Q Clear Time (g_c+I1), s		7.2	11.7		17.5		12.6					
Green Ext Time (p_c), s		0.0	1.6		1.1		2.1					

Intersection Summary	
HCM 6th Ctrl Delay	25.2
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	76	32	602	7	8	663
Future Vol, veh/h	76	32	602	7	8	663
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	33	614	7	8	677

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1311	618	0	0	621	0
Stage 1	618	-	-	-	-	-
Stage 2	693	-	-	-	-	-
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	175	489	-	-	960	-
Stage 1	538	-	-	-	-	-
Stage 2	496	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	489	-	-	960	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.4	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	214	960	-
HCM Lane V/C Ratio	-	-	0.515	0.009	-
HCM Control Delay (s)	-	-	38.4	8.8	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	2.6	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	21	642	81	46	829
Future Vol, veh/h	15	21	642	81	46	829
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	15	21	642	81	46	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1604	683	0	0	723	0
Stage 1	683	-	-	-	-	-
Stage 2	921	-	-	-	-	-
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	116	449	-	-	879	-
Stage 1	502	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	105	449	-	-	879	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	190	879	-
HCM Lane V/C Ratio	-	-	0.189	0.052	-
HCM Control Delay (s)	-	-	28.3	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	0	73	0	0	13	65	541	2	5	631	131
Future Vol, veh/h	111	0	73	0	0	13	65	541	2	5	631	131
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	0	83	0	0	15	74	615	2	6	717	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1501	1494	717	1608	1641	615	866	0	0	617	0	0
Stage 1	729	729	-	763	763	-	-	-	-	-	-	-
Stage 2	772	765	-	845	878	-	-	-	-	-	-	-
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	~ 100	123	430	84	100	491	777	-	-	963	-	-
Stage 1	414	428	-	397	413	-	-	-	-	-	-	-
Stage 2	392	412	-	357	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 85	104	430	60	85	491	777	-	-	963	-	-
Mov Cap-2 Maneuver	~ 85	104	-	60	85	-	-	-	-	-	-	-
Stage 1	354	423	-	339	353	-	-	-	-	-	-	-
Stage 2	325	352	-	285	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 396.3	12.6	1.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	125	491	963	-	-
HCM Lane V/C Ratio	0.095	-	-	1.673	0.03	0.006	-	-
HCM Control Delay (s)	10.1	0	-	$ 396.3	12.6	8.8	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	15.6	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	49.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	127	0	63	2	1	1	48	649	1	1	766	108
Future Vol, veh/h	127	0	63	2	1	1	48	649	1	1	766	108
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	66	2	1	1	50	676	1	1	798	113

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1578	1577	798	1666	1689	676	911	0	0	677	0	0
Stage 1	800	800	-	776	776	-	-	-	-	-	-	-
Stage 2	778	777	-	890	913	-	-	-	-	-	-	-
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	~ 89	110	386	77	93	453	748	-	-	915	-	-
Stage 1	379	397	-	390	407	-	-	-	-	-	-	-
Stage 2	389	407	-	337	352	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 81	98	386	59	83	453	748	-	-	915	-	-
Mov Cap-2 Maneuver	~ 81	98	-	59	83	-	-	-	-	-	-	-
Stage 1	338	396	-	348	363	-	-	-	-	-	-	-
Stage 2	346	363	-	279	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 460.1	50.7	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	748	-	-	110	83	915	-	-
HCM Lane V/C Ratio	0.067	-	-	1.799	0.05	0.001	-	-
HCM Control Delay (s)	10.2	0	-	$ 460.1	50.7	8.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	15.7	0.2	0	-	-

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

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	145	12	37	603	366	384
Future Vol, veh/h	145	12	37	603	366	384
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	14	45	727	441	463

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1258	441	441	0	-	0
Stage 1	441	-	-	-	-	-
Stage 2	817	-	-	-	-	-
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	189	616	1119	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	181	616	1119	-	-	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	434	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	102.7	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1119	-	181	616	-	-
HCM Lane V/C Ratio	0.04	-	0.965	0.023	-	-
HCM Control Delay (s)	8.4	-	110.3	11	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.7	0.1	-	-

Intersection	
Int Delay, s/veh	28.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	192	76	71	570	560	409
Future Vol, veh/h	192	76	71	570	560	409
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
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	206	82	76	613	602	440

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1367	602	602	0	-	0
Stage 1	602	-	-	-	-	-
Stage 2	765	-	-	-	-	-
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	~ 162	500	975	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 149	500	975	-	-	-
Mov Cap-2 Maneuver	~ 149	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	459	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	194.6	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	975	-	149	500	-	-
HCM Lane V/C Ratio	0.078	-	1.386	0.163	-	-
HCM Control Delay (s)	9	-	266.2	13.6	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	13.1	0.6	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	294	464	922	341	241	147
Future Volume (veh/h)	294	464	922	341	241	147
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	306	0	960	355	251	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	325		923	1274	293	
Arrive On Green	0.18	0.00	0.46	0.68	0.16	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	306	0	960	355	251	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	14.9	0.0	40.0	6.6	11.5	0.0
Cycle Q Clear(g_c), s	14.9	0.0	40.0	6.6	11.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	325		923	1274	293	
V/C Ratio(X)	0.94		1.04	0.28	0.86	
Avail Cap(c_a), veh/h	325		923	1321	341	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	0.0	17.6	5.5	36.0	0.0
Incr Delay (d2), s/veh	35.0	0.0	40.4	0.1	16.9	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	9.2	0.0	23.3	1.9	6.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	70.5	0.0	58.0	5.6	53.0	0.0
LnGrp LOS	E		F	A	D	
Approach Vol, veh/h	306	A		1315	251	A
Approach Delay, s/veh	70.5			43.8	53.0	
Approach LOS	E			D	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		65.8		22.0	46.0	19.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		62.0		16.0	40.0	16.0
Max Q Clear Time (g_c+I1), s		8.6		16.9	42.0	13.5
Green Ext Time (p_c), s		2.1		0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	311	921	643	297	385	204
Future Volume (veh/h)	311	921	643	297	385	204
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	317	0	656	303	393	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369		704	1195	447	
Arrive On Green	0.21	0.00	0.32	0.64	0.24	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	317	0	656	303	393	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	13.4	0.0	21.8	5.4	15.8	0.0
Cycle Q Clear(g_c), s	13.4	0.0	21.8	5.4	15.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	369		704	1195	447	
V/C Ratio(X)	0.86		0.93	0.25	0.88	
Avail Cap(c_a), veh/h	686		815	1393	529	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.8	0.0	16.7	6.1	28.6	0.0
Incr Delay (d2), s/veh	5.9	0.0	16.0	0.1	14.0	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	5.8	0.0	10.3	1.6	8.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.7	0.0	32.8	6.2	42.6	0.0
LnGrp LOS	D		C	A	D	
Approach Vol, veh/h	317	A		959	393	A
Approach Delay, s/veh	35.7			24.4	42.6	
Approach LOS	D			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		55.7		22.1	31.1	24.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		58.0		30.0	30.0	22.0
Max Q Clear Time (g_c+I1), s		7.4		15.4	23.8	17.8
Green Ext Time (p_c), s		1.7		0.8	1.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	732	192	27	1048	3	428	40	19	40	47	380
Future Volume (veh/h)	177	732	192	27	1048	3	428	40	19	40	47	380
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	190	787	0	29	1127	3	460	43	20	43	51	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1381		266	1258	3	495	557	472	198	93	
Arrive On Green	0.07	0.39	0.00	0.02	0.35	0.35	0.28	0.30	0.30	0.03	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3636	10	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	190	787	0	29	551	579	460	43	20	43	51	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.0	16.0	0.0	1.0	27.0	27.0	23.1	1.5	0.8	2.1	2.4	0.0
Cycle Q Clear(g_c), s	6.0	16.0	0.0	1.0	27.0	27.0	23.1	1.5	0.8	2.1	2.4	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1381		266	615	647	495	557	472	198	93	
V/C Ratio(X)	0.86	0.57		0.11	0.90	0.90	0.93	0.08	0.04	0.22	0.55	
Avail Cap(c_a), veh/h	221	1391		303	657	691	542	854	724	222	366	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.3	22.1	0.0	19.5	28.5	28.5	32.3	23.2	22.9	39.9	42.7	0.0
Incr Delay (d2), s/veh	27.5	0.5	0.0	0.2	14.4	13.8	21.5	0.1	0.0	0.5	5.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.2	0.0	0.4	12.9	13.5	12.2	0.6	0.3	0.9	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.9	22.6	0.0	19.6	42.9	42.3	53.8	23.2	23.0	40.5	47.7	0.0
LnGrp LOS	D	C		B	D	D	D	C	C	D	D	
Approach Vol, veh/h		977	A		1159			523			94	A
Approach Delay, s/veh		28.3			42.0			50.1			44.4	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	33.4	8.1	41.7	31.6	10.6	12.0	37.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	42.0	4.0	36.0	28.0	18.0	6.0	34.0
Max Q Clear Time (g_c+I1), s	4.1	3.5	3.0	18.0	25.1	4.4	8.0	29.0
Green Ext Time (p_c), s	0.0	0.2	0.0	4.7	0.5	0.1	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	1124	464	108	628	36	379	136	88	150	162	359
Future Volume (veh/h)	258	1124	464	108	628	36	379	136	88	150	162	359
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	266	1159	0	111	647	37	391	140	91	155	167	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	390	1336		195	1056	60	356	406	344	380	211	
Arrive On Green	0.11	0.38	0.00	0.04	0.31	0.31	0.20	0.22	0.22	0.10	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3417	195	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	266	1159	0	111	336	348	391	140	91	155	167	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1835	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.8	27.2	0.0	3.9	14.5	14.5	18.0	5.7	4.3	6.8	7.8	0.0
Cycle Q Clear(g_c), s	8.8	27.2	0.0	3.9	14.5	14.5	18.0	5.7	4.3	6.8	7.8	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	1336		195	549	567	356	406	344	380	211	
V/C Ratio(X)	0.68	0.87		0.57	0.61	0.61	1.10	0.34	0.26	0.41	0.79	
Avail Cap(c_a), veh/h	390	1336		195	549	567	356	520	440	388	333	
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)	0.63	0.63	0.00	0.27	0.27	0.27	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	26.0	0.0	23.3	26.5	26.5	36.0	29.8	29.2	30.9	38.9	0.0
Incr Delay (d2), s/veh	3.1	5.1	0.0	1.1	0.5	0.5	76.5	0.5	0.4	0.7	6.6	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	3.6	11.3	0.0	1.5	5.8	6.0	14.9	2.5	1.6	2.8	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	31.1	0.0	24.4	27.0	27.0	112.5	30.3	29.6	31.6	45.4	0.0
LnGrp LOS	C	C		C	C	C	F	C	C	C	D	
Approach Vol, veh/h		1425	A		795			622			322	A
Approach Delay, s/veh		29.4			26.7			81.9			38.8	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	25.6	10.0	39.8	24.0	16.2	16.0	33.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	25.0	4.0	28.0	18.0	16.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	8.8	7.7	5.9	29.2	20.0	9.8	10.8	16.5
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	22	639	23	13	721
Future Vol, veh/h	14	22	639	23	13	721
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	726	26	15	819

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1588	739	0	0	752	0
Stage 1	739	-	-	-	-	-
Stage 2	849	-	-	-	-	-
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	119	417	-	-	858	-
Stage 1	472	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	115	417	-	-	858	-
Mov Cap-2 Maneuver	115	-	-	-	-	-
Stage 1	457	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.8	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	858	-
HCM Lane V/C Ratio	-	-	0.199	0.017	-
HCM Control Delay (s)	-	-	26.8	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

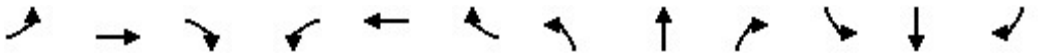
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	21	719	14	20	843
Future Vol, veh/h	15	21	719	14	20	843
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	23	799	16	22	937

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1788	807	0	0	815	0
Stage 1	807	-	-	-	-	-
Stage 2	981	-	-	-	-	-
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	89	381	-	-	812	-
Stage 1	439	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	84	381	-	-	812	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.4	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	812	-
HCM Lane V/C Ratio	-	-	0.26	0.027	-
HCM Control Delay (s)	-	-	36.4	9.6	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-



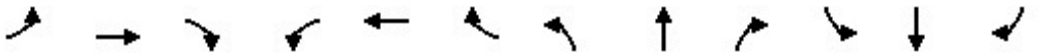
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	937	0	0	785	1054	85	0	248	0	0	0
Future Volume (veh/h)	224	937	0	0	785	1054	85	0	248	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	233	976	0	0	818	0	89	0	258			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	669	2534	0	0	1310		226	0	354			
Arrive On Green	0.53	1.00	0.00	0.00	0.37	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	233	976	0	0	818	0	89	0	258			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	14.2	0.0	3.4	0.0	6.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	14.2	0.0	3.4	0.0	6.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	669	2534	0	0	1310		226	0	354			
V/C Ratio(X)	0.35	0.39	0.00	0.00	0.62		0.39	0.00	0.73			
Avail Cap(c_a), veh/h	669	2534	0	0	1658		380	0	595			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.80	0.80	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.5	0.0	0.0	0.0	19.4	0.0	30.1	0.0	31.5			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.0	0.0	1.1	0.0	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			
%ile BackOfQ(50%),veh/ln	1.7	0.1	0.0	0.0	5.1	0.0	1.4	0.0	2.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.4	0.0	0.0	19.5	0.0	31.2	0.0	34.4			
LnGrp LOS	B	A	A	A	B		C	A	C			
Approach Vol, veh/h		1209			818	A		347				
Approach Delay, s/veh		2.4			19.5			33.6				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		15.5		59.5			25.8	33.7				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		47.0			6.0	35.0				
Max Q Clear Time (g_c+I1), s		8.7		2.0			2.0	16.2				
Green Ext Time (p_c), s		0.8		7.7			0.2	5.0				

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	1582	0	0	750	672	76	2	377	0	0	0
Future Volume (veh/h)	131	1582	0	0	750	672	76	2	377	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	136	1648	0	0	781	0	79	2	393			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	452	2258	0	0	1713		313	8	502			
Arrive On Green	0.12	1.00	0.00	0.00	0.48	0.00	0.18	0.18	0.18			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1739	44	2790			
Grp Volume(v), veh/h	136	1648	0	0	781	0	81	0	393			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1783	0	1395			
Q Serve(g_s), s	2.3	0.0	0.0	0.0	9.5	0.0	2.5	0.0	8.7			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	9.5	0.0	2.5	0.0	8.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	452	2258	0	0	1713		321	0	502			
V/C Ratio(X)	0.30	0.73	0.00	0.00	0.46		0.25	0.00	0.78			
Avail Cap(c_a), veh/h	453	2258	0	0	1713		439	0	687			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.44	0.44	0.00	0.00	0.37	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.1	0.0	0.0	0.0	11.2	0.0	22.9	0.0	25.4			
Incr Delay (d2), s/veh	0.2	0.9	0.0	0.0	0.1	0.0	0.4	0.0	4.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.6	0.3	0.0	0.0	2.9	0.0	1.0	0.0	2.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.3	0.9	0.0	0.0	11.2	0.0	23.3	0.0	29.5			
LnGrp LOS	A	A	A	A	B		C	A	C			
Approach Vol, veh/h		1784			781	A		474				
Approach Delay, s/veh		1.4			11.2			28.5				
Approach LOS		A			B			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		17.7		47.3			10.0	37.3				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		37.0			4.0	27.0				
Max Q Clear Time (g_c+I1), s		10.7		2.0			4.3	11.5				
Green Ext Time (p_c), s		1.0		16.1			0.0	4.4				

Intersection Summary

HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	629	106	257	685	0	0	0	0	474	1	127
Future Volume (veh/h)	0	629	106	257	685	0	0	0	0	474	1	127
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	642	108	262	699	0				484	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	848	378	383	845	0				1342	726	
Arrive On Green	0.00	0.24	0.24	0.13	0.45	0.00				0.39	0.39	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	642	108	262	699	0				484	1	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	12.6	4.2	7.8	24.5	0.0				7.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	12.6	4.2	7.8	24.5	0.0				7.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	848	378	383	845	0				1342	726	
V/C Ratio(X)	0.00	0.76	0.29	0.68	0.83	0.00				0.36	0.00	
Avail Cap(c_a), veh/h	0	1232	549	455	1122	0				1342	726	
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	1.00	1.00	0.86	0.86	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	26.5	23.3	18.0	18.0	0.0				16.3	14.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.4	2.9	3.4	0.0				0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	1.5	3.0	9.6	0.0				2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	28.1	23.7	20.9	21.4	0.0				17.1	14.0	0.0
LnGrp LOS	A	C	C	C	C	A				B	B	
Approach Vol, veh/h		750			961						485	A
Approach Delay, s/veh		27.5			21.3						17.1	
Approach LOS		C			C						B	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		16.0	23.9		35.1		39.9					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		13.0	26.0		18.0		45.0					
Max Q Clear Time (g_c+I1), s		9.8	14.6		9.5		26.5					
Green Ext Time (p_c), s		0.2	3.3		1.2		4.2					

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	639	102	354	468	0	0	0	0	1082	0	132
Future Volume (veh/h)	0	639	102	354	468	0	0	0	0	1082	0	132
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	645	103	358	473	0				1093	0	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	787	351	343	817	0				1308	708	
Arrive On Green	0.00	0.22	0.22	0.12	0.44	0.00				0.38	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	645	103	358	473	0				1093	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	11.2	3.5	8.0	12.4	0.0				18.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.2	3.5	8.0	12.4	0.0				18.7	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	787	351	343	817	0				1308	708	
V/C Ratio(X)	0.00	0.82	0.29	1.04	0.58	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	875	390	343	863	0				1308	708	
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	1.00	1.00	0.89	0.89	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	24.1	21.1	27.0	13.8	0.0				18.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.7	0.5	57.8	0.8	0.0				6.4	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
%ile BackOfQ(50%),veh/ln	0.0	4.8	1.2	10.2	4.4	0.0				7.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.8	21.5	84.8	14.6	0.0				24.8	0.0	0.0
LnGrp LOS	A	C	C	F	B	A				C	A	
Approach Vol, veh/h		748			831						1093	A
Approach Delay, s/veh		28.6			44.8						24.8	
Approach LOS		C			D						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		14.0	20.4		30.6		34.4					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		8.0	16.0		23.0		30.0					
Max Q Clear Time (g_c+I1), s		10.0	13.2		20.7		14.4					
Green Ext Time (p_c), s		0.0	1.2		1.1		2.4					

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	33	620	8	9	682
Future Vol, veh/h	79	33	620	8	9	682
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	34	633	8	9	696

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1351	637	0	0	641	0
Stage 1	637	-	-	-	-	-
Stage 2	714	-	-	-	-	-
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	166	477	-	-	943	-
Stage 1	527	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	163	477	-	-	943	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	519	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.8	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	202	943	-
HCM Lane V/C Ratio	-	-	0.566	0.01	-
HCM Control Delay (s)	-	-	43.8	8.9	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.1	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	22	660	83	47	853
Future Vol, veh/h	15	22	660	83	47	853
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	15	22	660	83	47	853

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1649	702	0	0	743	0
Stage 1	702	-	-	-	-	-
Stage 2	947	-	-	-	-	-
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	109	438	-	-	864	-
Stage 1	491	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	438	-	-	864	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	377	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.8	0	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	864	-
HCM Lane V/C Ratio	-	-	0.203	0.054	-
HCM Control Delay (s)	-	-	29.8	9.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-

Intersection	
Int Delay, s/veh	54.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	0	75	0	0	13	67	557	2	5	649	135
Future Vol, veh/h	114	0	75	0	0	13	67	557	2	5	649	135
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	130	0	85	0	0	15	76	633	2	6	738	153

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1544	1537	738	1654	1688	633	891	0	0	635	0	0
Stage 1	750	750	-	785	785	-	-	-	-	-	-	-
Stage 2	794	787	-	869	903	-	-	-	-	-	-	-
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	~ 94	116	418	78	94	480	761	-	-	948	-	-
Stage 1	403	419	-	386	404	-	-	-	-	-	-	-
Stage 2	381	403	-	347	356	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 80	97	418	54	78	480	761	-	-	948	-	-
Mov Cap-2 Maneuver	~ 80	97	-	54	78	-	-	-	-	-	-	-
Stage 1	341	414	-	327	342	-	-	-	-	-	-	-
Stage 2	312	341	-	273	351	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 463	12.7	1.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	761	-	-	118	480	948	-	-
HCM Lane V/C Ratio	0.1	-	-	1.82	0.031	0.006	-	-
HCM Control Delay (s)	10.3	0	-	$ 463	12.7	8.8	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	16.9	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	60.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	0	65	2	1	1	50	667	1	1	789	111
Future Vol, veh/h	130	0	65	2	1	1	50	667	1	1	789	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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	0	68	2	1	1	52	695	1	1	822	116

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1625	1624	822	1715	1739	695	938	0	0	696	0	0
Stage 1	824	824	-	799	799	-	-	-	-	-	-	-
Stage 2	801	800	-	916	940	-	-	-	-	-	-	-
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	~ 82	102	374	71	87	442	730	-	-	900	-	-
Stage 1	367	387	-	379	398	-	-	-	-	-	-	-
Stage 2	378	397	-	326	342	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 74	90	374	53	77	442	730	-	-	900	-	-
Mov Cap-2 Maneuver	~ 74	90	-	53	77	-	-	-	-	-	-	-
Stage 1	324	386	-	335	352	-	-	-	-	-	-	-
Stage 2	332	351	-	266	341	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 558	55.8	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	101	75	900	-	-
HCM Lane V/C Ratio	0.071	-	-	2.011	0.056	0.001	-	-
HCM Control Delay (s)	10.3	0	-	$ 558	55.8	9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	17.2	0.2	0	-	-

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

Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	148	12	38	617	376	394
Future Vol, veh/h	148	12	38	617	376	394
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	14	46	743	453	475

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1288	453	453	0	-	0
Stage 1	453	-	-	-	-	-
Stage 2	835	-	-	-	-	-
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	181	607	1108	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 173	607	1108	-	-	-
Mov Cap-2 Maneuver	~ 173	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	122.2	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1108	-	173	607	-	-
HCM Lane V/C Ratio	0.041	-	1.031	0.024	-	-
HCM Control Delay (s)	8.4	-	131.2	11.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	8.5	0.1	-	-

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

Intersection	
Int Delay, s/veh	32.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	197	79	73	586	575	419
Future Vol, veh/h	197	79	73	586	575	419
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
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	212	85	78	630	618	451

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1404	618	618	0	-	0
Stage 1	618	-	-	-	-	-
Stage 2	786	-	-	-	-	-
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	~ 154	489	962	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 142	489	962	-	-	-
Mov Cap-2 Maneuver	~ 142	-	-	-	-	-
Stage 1	494	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	226.7	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	962	-	142	489	-	-
HCM Lane V/C Ratio	0.082	-	1.492	0.174	-	-
HCM Control Delay (s)	9.1	-	$ 312.1	13.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	14.3	0.6	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	300	478	950	351	248	150
Future Volume (veh/h)	300	478	950	351	248	150
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	312	0	990	366	258	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	323		919	1276	299	
Arrive On Green	0.18	0.00	0.45	0.68	0.16	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	312	0	990	366	258	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	15.3	0.0	40.0	6.8	11.8	0.0
Cycle Q Clear(g_c), s	15.3	0.0	40.0	6.8	11.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	323		919	1276	299	
V/C Ratio(X)	0.96		1.08	0.29	0.86	
Avail Cap(c_a), veh/h	323		919	1316	340	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.8	0.0	17.8	5.5	36.0	0.0
Incr Delay (d2), s/veh	40.4	0.0	52.7	0.1	18.1	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	9.9	0.0	26.5	1.9	6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	76.2	0.0	70.4	5.7	54.1	0.0
LnGrp LOS	E		F	A	D	
Approach Vol, veh/h	312	A		1356	258	A
Approach Delay, s/veh	76.2			52.9	54.1	
Approach LOS	E			D	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.1		22.0	46.0	20.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		62.0		16.0	40.0	16.0
Max Q Clear Time (g_c+I1), s		8.8		17.3	42.0	13.8
Green Ext Time (p_c), s		2.1		0.0	0.0	0.3
Intersection Summary						
HCM 6th Ctrl Delay			56.9			
HCM 6th LOS			E			

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	319	949	663	305	396	209
Future Volume (veh/h)	319	949	663	305	396	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	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	326	0	677	311	404	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	374		724	1221	453	
Arrive On Green	0.21	0.00	0.34	0.65	0.24	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	326	0	677	311	404	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	15.5	0.0	26.2	6.1	18.3	0.0
Cycle Q Clear(g_c), s	15.5	0.0	26.2	6.1	18.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	374		724	1221	453	
V/C Ratio(X)	0.87		0.93	0.25	0.89	
Avail Cap(c_a), veh/h	794		889	1475	534	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.4	0.0	19.4	6.3	32.0	0.0
Incr Delay (d2), s/veh	6.4	0.0	14.8	0.1	15.4	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	6.9	0.0	12.0	1.9	9.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	0.0	34.2	6.4	47.4	0.0
LnGrp LOS	D		C	A	D	
Approach Vol, veh/h	326	A		988	404	A
Approach Delay, s/veh	39.8			25.5	47.4	
Approach LOS	D			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.1		24.4	35.9	27.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		69.0		39.0	38.0	25.0
Max Q Clear Time (g_c+I1), s		8.1		17.5	28.2	20.3
Green Ext Time (p_c), s		1.8		0.9	1.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	181	771	198	28	1125	3	441	41	19	41	48	391
Future Volume (veh/h)	181	771	198	28	1125	3	441	41	19	41	48	391
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	195	829	0	30	1210	3	474	44	20	44	52	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	1467		265	1335	3	505	562	476	189	89	
Arrive On Green	0.07	0.41	0.00	0.02	0.37	0.37	0.28	0.30	0.30	0.03	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3637	9	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	195	829	0	30	591	622	474	44	20	44	52	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.0	18.3	0.0	1.1	32.4	32.4	26.7	1.7	0.9	2.4	2.8	0.0
Cycle Q Clear(g_c), s	7.0	18.3	0.0	1.1	32.4	32.4	26.7	1.7	0.9	2.4	2.8	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	215	1467		265	652	686	505	562	476	189	89	
V/C Ratio(X)	0.91	0.57		0.11	0.91	0.91	0.94	0.08	0.04	0.23	0.58	
Avail Cap(c_a), veh/h	215	1488		294	692	728	538	820	695	203	328	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.9	23.1	0.0	20.4	30.8	30.8	35.9	25.7	25.4	44.7	47.9	0.0
Incr Delay (d2), s/veh	36.8	0.5	0.0	0.2	15.2	14.6	24.0	0.1	0.0	0.6	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	7.2	0.0	0.4	15.6	16.3	14.3	0.7	0.3	1.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.7	23.6	0.0	20.6	46.0	45.4	59.9	25.8	25.5	45.3	53.8	0.0
LnGrp LOS	E	C		C	D	D	E	C	C	D	D	
Approach Vol, veh/h		1024	A		1243			538			96	A
Approach Delay, s/veh		30.8			45.1			55.8			49.9	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	36.9	8.3	48.4	35.1	10.9	13.0	43.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	45.0	4.0	43.0	31.0	18.0	7.0	40.0
Max Q Clear Time (g_c+I1), s	4.4	3.7	3.1	20.3	28.7	4.8	9.0	34.4
Green Ext Time (p_c), s	0.0	0.2	0.0	5.4	0.4	0.1	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1199	478	111	664	37	390	140	90	154	167	367
Future Volume (veh/h)	265	1199	478	111	664	37	390	140	90	154	167	367
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	273	1236	0	114	685	38	402	144	93	159	172	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	1376		170	1046	58	392	454	385	361	211	
Arrive On Green	0.12	0.39	0.00	0.04	0.31	0.31	0.22	0.24	0.24	0.09	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3423	190	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	273	1236	0	114	355	368	402	144	93	159	172	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1836	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.0	32.7	0.0	4.0	17.4	17.4	22.0	6.3	4.7	7.8	9.0	0.0
Cycle Q Clear(g_c), s	10.0	32.7	0.0	4.0	17.4	17.4	22.0	6.3	4.7	7.8	9.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	1376		170	543	561	392	454	385	361	211	
V/C Ratio(X)	0.71	0.90		0.67	0.65	0.66	1.03	0.32	0.24	0.44	0.81	
Avail Cap(c_a), veh/h	417	1376		170	543	561	392	542	460	361	299	
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)	0.62	0.62	0.00	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.1	28.8	0.0	28.9	30.1	30.2	39.0	31.1	30.4	34.9	43.3	0.0
Incr Delay (d2), s/veh	3.2	6.3	0.0	2.6	0.7	0.7	52.2	0.4	0.3	0.8	11.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	14.0	0.0	1.9	7.1	7.3	14.8	2.8	1.8	3.3	4.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	35.1	0.0	31.6	30.9	30.9	91.2	31.4	30.8	35.7	54.4	0.0
LnGrp LOS	C	D		C	C	C	F	C	C	D	D	
Approach Vol, veh/h		1509	A		837			639			331	A
Approach Delay, s/veh		33.1			31.0			69.0			45.4	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	30.3	10.0	44.7	28.0	17.3	18.2	36.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.0	29.0	4.0	34.0	22.0	16.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	19.4	8.3	6.0	34.7	24.0	11.0	12.0	19.4
Green Ext Time (p_c), s	0.0	0.9	0.0	0.0	0.0	0.3	0.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	23	658	24	13	742
Future Vol, veh/h	14	23	658	24	13	742
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	26	748	27	15	843

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1635	762	0	0	775	0
Stage 1	762	-	-	-	-	-
Stage 2	873	-	-	-	-	-
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	111	405	-	-	841	-
Stage 1	461	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	405	-	-	841	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	445	-	-	-	-	-
Stage 2	409	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	197	841	-
HCM Lane V/C Ratio	-	-	0.213	0.018	-
HCM Control Delay (s)	-	-	28.2	9.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

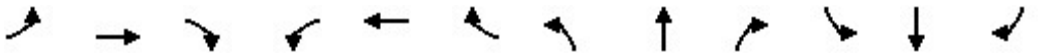
Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	22	740	14	20	868
Future Vol, veh/h	15	22	740	14	20	868
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	24	822	16	22	964

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1838	830	0	0	838	0
Stage 1	830	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
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	83	370	-	-	796	-
Stage 1	428	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	78	370	-	-	796	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	353	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	38.7	0	0.2
HCM LOS	E		

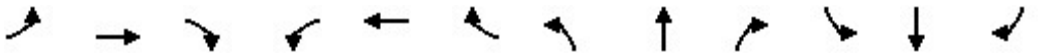
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	147	796	-
HCM Lane V/C Ratio	-	-	0.28	0.028	-
HCM Control Delay (s)	-	-	38.7	9.7	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	983	0	0	855	1085	206	0	254	0	0	0
Future Volume (veh/h)	296	983	0	0	855	1085	206	0	254	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	308	1024	0	0	891	0	215	0	265			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	696	2555	0	0	1212		263	0	412			
Arrive On Green	0.62	1.00	0.00	0.00	0.34	0.00	0.15	0.00	0.15			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	308	1024	0	0	891	0	215	0	265			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	19.8	0.0	10.5	0.0	8.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	19.8	0.0	10.5	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	696	2555	0	0	1212		263	0	412			
V/C Ratio(X)	0.44	0.40	0.00	0.00	0.74		0.82	0.00	0.64			
Avail Cap(c_a), veh/h	696	2555	0	0	1856		317	0	496			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.8	0.0	0.0	0.0	26.1	0.0	37.2	0.0	36.1			
Incr Delay (d2), s/veh	0.4	0.4	0.0	0.0	0.1	0.0	13.1	0.0	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			
%ile BackOfQ(50%),veh/ln	2.4	0.1	0.0	0.0	7.7	0.0	5.3	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.4	0.0	0.0	26.2	0.0	50.3	0.0	38.2			
LnGrp LOS	B	A	A	A	C		D	A	D			
Approach Vol, veh/h		1332			891	A		480				
Approach Delay, s/veh		2.9			26.2			43.6				
Approach LOS		A			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		19.3		70.7			34.0	36.7				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		62.0			9.0	47.0				
Max Q Clear Time (g_c+I1), s		12.5		2.0			2.0	21.8				
Green Ext Time (p_c), s		0.8		8.4			0.5	6.1				

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1709	0	0	790	689	134	2	388	0	0	0
Future Volume (veh/h)	247	1709	0	0	790	689	134	2	388	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	257	1780	0	0	823	0	140	2	404			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	507	2477	0	0	1921		298	4	473			
Arrive On Green	0.18	1.00	0.00	0.00	0.54	0.00	0.17	0.17	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1757	25	2790			
Grp Volume(v), veh/h	257	1780	0	0	823	0	142	0	404			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1395			
Q Serve(g_s), s	5.7	0.0	0.0	0.0	12.5	0.0	6.5	0.0	12.7			
Cycle Q Clear(g_c), s	5.7	0.0	0.0	0.0	12.5	0.0	6.5	0.0	12.7			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	507	2477	0	0	1921		302	0	473			
V/C Ratio(X)	0.51	0.72	0.00	0.00	0.43		0.47	0.00	0.85			
Avail Cap(c_a), veh/h	625	2477	0	0	1921		337	0	527			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.30	0.30	0.00	0.00	0.41	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	0.0	0.0	0.0	12.4	0.0	33.7	0.0	36.3			
Incr Delay (d2), s/veh	0.2	0.6	0.0	0.0	0.1	0.0	1.1	0.0	11.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.2	0.0	0.0	4.3	0.0	2.7	0.0	4.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.6	0.6	0.0	0.0	12.4	0.0	34.9	0.0	48.2			
LnGrp LOS	A	A	A	A	B		C	A	D			
Approach Vol, veh/h		2037			823	A		546				
Approach Delay, s/veh		1.4			12.4			44.7				
Approach LOS		A			B			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		21.3		68.7			14.1	54.7				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		17.0		61.0			14.0	41.0				
Max Q Clear Time (g_c+I1), s		14.7		2.0			7.7	14.5				
Green Ext Time (p_c), s		0.6		22.4			0.4	5.6				
Intersection Summary												
HCM 6th Ctrl Delay			11.0									
HCM 6th LOS			B									

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	732	162	264	870	0	0	0	0	486	1	273
Future Volume (veh/h)	0	732	162	264	870	0	0	0	0	486	1	273
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	747	165	269	888	0				496	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1192	532	387	972	0				1199	649	
Arrive On Green	0.00	0.34	0.34	0.12	0.52	0.00				0.35	0.35	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	747	165	269	888	0				496	1	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	15.9	6.9	8.4	39.1	0.0				9.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.9	6.9	8.4	39.1	0.0				9.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	1192	532	387	972	0				1199	649	
V/C Ratio(X)	0.00	0.63	0.31	0.70	0.91	0.00				0.41	0.00	
Avail Cap(c_a), veh/h	0	1540	687	434	1205	0				1199	649	
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	1.00	1.00	0.85	0.85	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	25.2	22.2	17.8	19.8	0.0				22.4	19.2	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.3	3.6	8.1	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	2.5	3.4	16.5	0.0				3.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.7	22.5	21.3	27.8	0.0				23.5	19.2	0.0
LnGrp LOS	A	C	C	C	C	A				C	B	
Approach Vol, veh/h		912			1157						497	A
Approach Delay, s/veh		25.1			26.3						23.5	
Approach LOS		C			C						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		16.6	36.2		37.2		52.8					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		13.0	39.0		20.0		58.0					
Max Q Clear Time (g_c+I1), s		10.4	17.9		11.9		41.1					
Green Ext Time (p_c), s		0.2	5.3		1.2		5.7					

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	850	227	364	554	0	0	0	0	1114	0	203
Future Volume (veh/h)	0	850	227	364	554	0	0	0	0	1114	0	203
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	859	229	368	560	0				1125	0	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	908	405	377	914	0				1305	707	
Arrive On Green	0.00	0.26	0.26	0.17	0.49	0.00				0.38	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	859	229	368	560	0				1125	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	21.4	11.3	14.4	19.7	0.0				27.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.4	11.3	14.4	19.7	0.0				27.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	908	405	377	914	0				1305	707	
V/C Ratio(X)	0.00	0.95	0.57	0.98	0.61	0.00				0.86	0.00	
Avail Cap(c_a), veh/h	0	908	405	377	914	0				1305	707	
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	1.00	1.00	0.90	0.90	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	32.9	29.2	35.7	16.8	0.0				25.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	18.2	1.8	37.7	1.1	0.0				7.7	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
%ile BackOfQ(50%),veh/ln	0.0	10.8	4.2	10.9	7.6	0.0				11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	51.0	31.0	73.4	17.9	0.0				33.5	0.0	0.0
LnGrp LOS	A	D	C	E	B	A				C	A	
Approach Vol, veh/h		1088			928						1125	A
Approach Delay, s/veh		46.8			39.9						33.5	
Approach LOS		D			D						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		21.0	29.0		40.0		50.0					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		15.0	23.0		34.0		44.0					
Max Q Clear Time (g_c+I1), s		16.4	23.4		29.0		21.7					
Green Ext Time (p_c), s		0.0	0.0		2.2		3.3					

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

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

Intersection	
Int Delay, s/veh	8.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	109	39	602	118	32	663
Future Vol, veh/h	109	39	602	118	32	663
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	111	40	614	120	33	677

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1417	674	0	0	734	0
Stage 1	674	-	-	-	-	-
Stage 2	743	-	-	-	-	-
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	151	455	-	-	871	-
Stage 1	506	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	142	455	-	-	871	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	92	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	173	871	-
HCM Lane V/C Ratio	-	-	0.873	0.037	-
HCM Control Delay (s)	-	-	92	9.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6.3	0.1	-

Intersection	
Int Delay, s/veh	31.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	25	642	121	54	829
Future Vol, veh/h	141	25	642	121	54	829
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	141	25	642	121	54	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1640	703	0	0	763	0
Stage 1	703	-	-	-	-	-
Stage 2	937	-	-	-	-	-
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	~ 110	438	-	-	850	-
Stage 1	491	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 97	438	-	-	850	-
Mov Cap-2 Maneuver	~ 97	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 340.3	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	110	850	-
HCM Lane V/C Ratio	-	-	1.509	0.064	-
HCM Control Delay (s)	-	-	$ 340.3	9.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	12.1	0.2	-

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

Intersection	
Int Delay, s/veh	50.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	111	0	73	0	0	13	65	548	2	5	655	131
Future Vol, veh/h	111	0	73	0	0	13	65	548	2	5	655	131
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	126	0	83	0	0	15	74	623	2	6	744	149

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1536	1529	744	1643	1676	623	893	0	0	625	0	0
Stage 1	756	756	-	771	771	-	-	-	-	-	-	-
Stage 2	780	773	-	872	905	-	-	-	-	-	-	-
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	~ 95	117	415	80	95	486	759	-	-	956	-	-
Stage 1	400	416	-	393	410	-	-	-	-	-	-	-
Stage 2	388	409	-	345	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 81	98	415	56	80	486	759	-	-	956	-	-
Mov Cap-2 Maneuver	~ 81	98	-	56	80	-	-	-	-	-	-	-
Stage 1	340	411	-	334	349	-	-	-	-	-	-	-
Stage 2	320	348	-	272	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 435.7	12.6	1.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	119	486	956	-	-
HCM Lane V/C Ratio	0.097	-	-	1.757	0.03	0.006	-	-
HCM Control Delay (s)	10.3	0	-	$ 435.7	12.6	8.8	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	16.1	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	52.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	127	0	63	2	1	1	48	653	1	1	774	108
Future Vol, veh/h	127	0	63	2	1	1	48	653	1	1	774	108
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	0	66	2	1	1	50	680	1	1	806	113

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1590	1589	806	1678	1701	680	919	0	0	681	0	0
Stage 1	808	808	-	780	780	-	-	-	-	-	-	-
Stage 2	782	781	-	898	921	-	-	-	-	-	-	-
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	108	382	75	92	451	743	-	-	912	-	-
Stage 1	375	394	-	388	406	-	-	-	-	-	-	-
Stage 2	387	405	-	334	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 79	96	382	57	82	451	743	-	-	912	-	-
Mov Cap-2 Maneuver	~ 79	96	-	57	82	-	-	-	-	-	-	-
Stage 1	335	393	-	346	362	-	-	-	-	-	-	-
Stage 2	343	361	-	276	348	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 483.9	51.8	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	743	-	-	107	81	912	-	-
HCM Lane V/C Ratio	0.067	-	-	1.85	0.051	0.001	-	-
HCM Control Delay (s)	10.2	0	-	$ 483.9	51.8	9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	16	0.2	0	-	-

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

Intersection	
Int Delay, s/veh	24.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	169	12	37	690	378	405
Future Vol, veh/h	169	12	37	690	378	405
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	14	45	831	455	488

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1376	455	455	0	-	0
Stage 1	455	-	-	-	-	-
Stage 2	921	-	-	-	-	-
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	~ 160	605	1106	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 153	605	1106	-	-	-
Mov Cap-2 Maneuver	~ 153	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	227.7	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1106	-	153	605	-	-
HCM Lane V/C Ratio	0.04	-	1.331	0.024	-	-
HCM Control Delay (s)	8.4	-	243.1	11.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	12.5	0.1	-	-

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

Intersection	
Int Delay, s/veh	39.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	200	76	71	602	623	472
Future Vol, veh/h	200	76	71	602	623	472
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
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	215	82	76	647	670	508

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1469	670	670	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	799	-	-	-	-	-
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	~ 140	457	920	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 128	457	920	-	-	-
Mov Cap-2 Maneuver	~ 128	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	292.1	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	920	-	128	457	-	-
HCM Lane V/C Ratio	0.083	-	1.68	0.179	-	-
HCM Control Delay (s)	9.3	-	$ 397.5	14.6	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	15.9	0.6	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	369	464	922	353	244	156
Future Volume (veh/h)	369	464	922	353	244	156
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	384	0	960	368	254	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	377		925	1268	287	
Arrive On Green	0.21	0.00	0.47	0.68	0.15	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	384	0	960	368	254	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	23.0	0.0	51.0	8.6	14.5	0.0
Cycle Q Clear(g_c), s	23.0	0.0	51.0	8.6	14.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	377		925	1268	287	
V/C Ratio(X)	1.02		1.04	0.29	0.89	
Avail Cap(c_a), veh/h	377		925	1291	310	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.8	0.0	22.6	7.0	45.1	0.0
Incr Delay (d2), s/veh	51.1	0.0	39.8	0.1	23.9	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	15.0	0.0	28.6	2.9	8.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	93.9	0.0	62.4	7.1	69.0	0.0
LnGrp LOS	F		F	A	E	
Approach Vol, veh/h	384	A		1328	254	A
Approach Delay, s/veh	93.9			47.1	69.0	
Approach LOS	F			D	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		79.6		29.0	57.0	22.6
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		75.0		23.0	51.0	18.0
Max Q Clear Time (g_c+I1), s		10.6		25.0	53.0	16.5
Green Ext Time (p_c), s		2.2		0.0	0.0	0.2
Intersection Summary						
HCM 6th Ctrl Delay			59.1			
HCM 6th LOS			E			

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	339	921	643	301	396	256
Future Volume (veh/h)	339	921	643	301	396	256
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	346	0	656	307	404	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	394		701	1196	452	
Arrive On Green	0.22	0.00	0.33	0.64	0.24	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	346	0	656	307	404	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	16.2	0.0	24.9	6.1	18.0	0.0
Cycle Q Clear(g_c), s	16.2	0.0	24.9	6.1	18.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	394		701	1196	452	
V/C Ratio(X)	0.88		0.94	0.26	0.89	
Avail Cap(c_a), veh/h	702		818	1388	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.5	0.0	19.4	6.7	31.6	0.0
Incr Delay (d2), s/veh	6.4	0.0	16.5	0.1	16.3	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	7.2	0.0	11.8	1.9	9.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.8	0.0	35.9	6.8	47.9	0.0
LnGrp LOS	D		D	A	D	
Approach Vol, veh/h	346	A		963	404	A
Approach Delay, s/veh	38.8			26.6	47.9	
Approach LOS	D			C	D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		61.1		25.1	34.3	26.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		64.0		34.0	34.0	24.0
Max Q Clear Time (g_c+I1), s		8.1		18.2	26.9	20.0
Green Ext Time (p_c), s		1.8		0.9	1.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	807	192	27	1057	3	428	40	19	40	47	401
Future Volume (veh/h)	201	807	192	27	1057	3	428	40	19	40	47	401
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	216	868	0	29	1137	3	460	43	20	43	51	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	265	1523		262	1301	3	495	551	467	184	88	
Arrive On Green	0.09	0.43	0.00	0.02	0.36	0.36	0.28	0.29	0.29	0.03	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3636	10	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	216	868	0	29	556	584	460	43	20	43	51	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.8	19.7	0.0	1.1	31.2	31.2	26.8	1.8	1.0	2.4	2.9	0.0
Cycle Q Clear(g_c), s	7.8	19.7	0.0	1.1	31.2	31.2	26.8	1.8	1.0	2.4	2.9	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	265	1523		262	636	669	495	551	467	184	88	
V/C Ratio(X)	0.82	0.57		0.11	0.87	0.87	0.93	0.08	0.04	0.23	0.58	
Avail Cap(c_a), veh/h	284	1699		290	733	771	584	999	847	197	456	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.1	23.0	0.0	21.6	32.0	32.0	37.5	27.2	26.9	46.6	49.8	0.0
Incr Delay (d2), s/veh	15.9	0.4	0.0	0.2	10.3	9.9	19.7	0.1	0.0	0.6	6.0	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	4.2	7.8	0.0	0.4	14.3	15.0	13.8	0.8	0.4	1.1	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	23.4	0.0	21.8	42.3	41.9	57.2	27.2	26.9	47.2	55.8	0.0
LnGrp LOS	D	C		C	D	D	E	C	C	D	E	
Approach Vol, veh/h		1084	A		1169			523			94	A
Approach Delay, s/veh		26.7			41.6			53.6			51.9	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	37.4	8.3	51.7	35.6	11.0	15.9	44.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	57.0	4.0	51.0	35.0	26.0	11.0	44.0
Max Q Clear Time (g_c+I1), s	4.4	3.8	3.1	21.7	28.8	4.9	9.8	33.2
Green Ext Time (p_c), s	0.0	0.3	0.0	6.2	0.8	0.2	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	38.5
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	1152	464	108	680	36	379	136	88	150	162	422
Future Volume (veh/h)	266	1152	464	108	680	36	379	136	88	150	162	422
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	274	1188	0	111	701	37	391	140	91	155	167	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1336		189	1023	54	356	406	344	380	211	
Arrive On Green	0.12	0.38	0.00	0.04	0.30	0.30	0.20	0.22	0.22	0.10	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3433	181	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	274	1188	0	111	363	375	391	140	91	155	167	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1838	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	9.1	28.2	0.0	3.9	16.2	16.2	18.0	5.7	4.3	6.8	7.8	0.0
Cycle Q Clear(g_c), s	9.1	28.2	0.0	3.9	16.2	16.2	18.0	5.7	4.3	6.8	7.8	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	1336		189	530	548	356	406	344	380	211	
V/C Ratio(X)	0.72	0.89		0.59	0.68	0.69	1.10	0.34	0.26	0.41	0.79	
Avail Cap(c_a), veh/h	383	1336		189	530	548	356	520	440	388	333	
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)	0.59	0.59	0.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.5	26.3	0.0	24.0	27.9	27.9	36.0	29.8	29.2	30.9	38.9	0.0
Incr Delay (d2), s/veh	3.8	5.7	0.0	1.6	1.2	1.2	76.5	0.5	0.4	0.7	6.6	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	3.7	11.8	0.0	1.6	6.6	6.8	14.9	2.5	1.6	2.8	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	32.1	0.0	25.6	29.1	29.0	112.5	30.3	29.6	31.6	45.4	0.0
LnGrp LOS	C	C		C	C	C	F	C	C	C	D	
Approach Vol, veh/h		1462	A		849			622			322	A
Approach Delay, s/veh		30.4			28.6			81.9			38.8	
Approach LOS		C			C			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	25.6	10.0	39.8	24.0	16.2	17.0	32.8
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.6	25.0	4.0	28.0	18.0	16.0	11.0	21.0
Max Q Clear Time (g_c+I1), s	11.2	7.7	5.9	30.2	20.0	9.8	11.1	18.2
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.3	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	22	646	23	13	745
Future Vol, veh/h	14	22	646	23	13	745
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	734	26	15	847

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1624	747	0	0	760	0
Stage 1	747	-	-	-	-	-
Stage 2	877	-	-	-	-	-
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	113	413	-	-	852	-
Stage 1	468	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	413	-	-	852	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.9	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	852	-
HCM Lane V/C Ratio	-	-	0.207	0.017	-
HCM Control Delay (s)	-	-	27.9	9.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

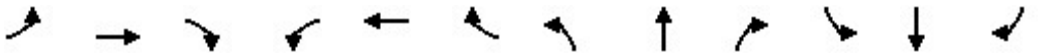
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	21	723	14	20	851
Future Vol, veh/h	15	21	723	14	20	851
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	23	803	16	22	946

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1801	811	0	0	819	0
Stage 1	811	-	-	-	-	-
Stage 2	990	-	-	-	-	-
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	88	379	-	-	810	-
Stage 1	437	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	83	379	-	-	810	-
Mov Cap-2 Maneuver	83	-	-	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	360	-	-	-	-	-

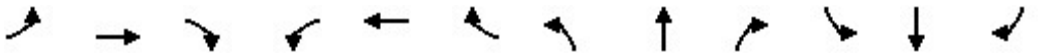
Approach	WB	NB	SB
HCM Control Delay, s	36.9	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	810	-
HCM Lane V/C Ratio	-	-	0.263	0.027	-
HCM Control Delay (s)	-	-	36.9	9.6	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	1005	0	0	798	1071	85	0	279	0	0	0
Future Volume (veh/h)	224	1005	0	0	798	1071	85	0	279	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	233	1047	0	0	831	0	89	0	291			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	746	2613	0	0	1194		234	0	366			
Arrive On Green	0.67	1.00	0.00	0.00	0.34	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	233	1047	0	0	831	0	89	0	291			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	18.2	0.0	4.1	0.0	9.1			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	18.2	0.0	4.1	0.0	9.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	746	2613	0	0	1194		234	0	366			
V/C Ratio(X)	0.31	0.40	0.00	0.00	0.70		0.38	0.00	0.79			
Avail Cap(c_a), veh/h	746	2613	0	0	1935		317	0	496			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.5	0.0	0.0	0.0	25.9	0.0	35.7	0.0	37.9			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.1	0.0	1.0	0.0	6.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	0.1	0.0	0.0	7.1	0.0	1.8	0.0	3.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	0.4	0.0	0.0	26.0	0.0	36.8	0.0	44.2			
LnGrp LOS	A	A	A	A	C		D	A	D			
Approach Vol, veh/h		1280			831	A		380				
Approach Delay, s/veh		1.9			26.0			42.5				
Approach LOS		A			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		17.8		72.2			36.0	36.2				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		62.0			7.0	49.0				
Max Q Clear Time (g_c+I1), s		11.1		2.0			2.0	20.2				
Green Ext Time (p_c), s		0.7		8.7			0.3	5.8				
Intersection Summary												
HCM 6th Ctrl Delay			16.1									
HCM 6th LOS			B									

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	131	1606	0	0	809	728	76	2	389	0	0	0
Future Volume (veh/h)	131	1606	0	0	809	728	76	2	389	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	136	1673	0	0	843	0	79	2	405			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	528	2173	0	0	1066		328	8	526			
Arrive On Green	0.21	0.61	0.00	0.00	0.30	0.00	0.19	0.19	0.19			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1739	44	2790			
Grp Volume(v), veh/h	136	1673	0	0	843	0	81	0	405			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1783	0	1395			
Q Serve(g_s), s	0.0	20.7	0.0	0.0	13.1	0.0	2.3	0.0	8.3			
Cycle Q Clear(g_c), s	0.0	20.7	0.0	0.0	13.1	0.0	2.3	0.0	8.3			
Prop In Lane	1.00		0.00	0.00		1.00	0.98		1.00			
Lane Grp Cap(c), veh/h	528	2173	0	0	1066		336	0	526			
V/C Ratio(X)	0.26	0.77	0.00	0.00	0.79		0.24	0.00	0.77			
Avail Cap(c_a), veh/h	528	2173	0	0	1303		476	0	744			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	0.29	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.3	8.6	0.0	0.0	19.3	0.0	20.7	0.0	23.1			
Incr Delay (d2), s/veh	0.1	1.0	0.0	0.0	0.8	0.0	0.4	0.0	3.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.3	4.9	0.0	0.0	4.6	0.0	0.9	0.0	2.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	9.6	0.0	0.0	20.1	0.0	21.1	0.0	26.3			
LnGrp LOS	B	A	A	A	C		C	A	C			
Approach Vol, veh/h		1809			843	A		486				
Approach Delay, s/veh		10.2			20.1			25.4				
Approach LOS		B			C			C				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		17.3		42.7			18.7	24.0				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		32.0			4.0	22.0				
Max Q Clear Time (g_c+I1), s		10.3		22.7			2.0	15.1				
Green Ext Time (p_c), s		1.1		6.8			0.1	2.9				
Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	640	106	267	688	0	0	0	0	531	1	127
Future Volume (veh/h)	0	640	106	267	688	0	0	0	0	531	1	127
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	653	108	272	702	0				542	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	831	371	365	816	0				1488	805	
Arrive On Green	0.00	0.23	0.23	0.14	0.44	0.00				0.43	0.43	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	653	108	272	702	0				542	1	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	15.5	5.0	9.9	30.5	0.0				9.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	15.5	5.0	9.9	30.5	0.0				9.5	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	831	371	365	816	0				1488	805	
V/C Ratio(X)	0.00	0.79	0.29	0.75	0.86	0.00				0.36	0.00	
Avail Cap(c_a), veh/h	0	1185	528	460	1101	0				1488	805	
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	1.00	1.00	0.87	0.87	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	32.4	28.3	22.2	22.9	0.0				17.3	14.6	0.0
Incr Delay (d2), s/veh	0.0	2.3	0.4	4.4	4.7	0.0				0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.5	1.9	4.2	12.9	0.0				3.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	34.7	28.8	26.5	27.6	0.0				18.0	14.6	0.0
LnGrp LOS	A	C	C	C	C	A				B	B	
Approach Vol, veh/h		761			974						543	A
Approach Delay, s/veh		33.8			27.3						18.0	
Approach LOS		C			C						B	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		18.2	27.1		44.7		45.3					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		17.0	30.0		25.0		53.0					
Max Q Clear Time (g_c+I1), s		11.9	17.5		11.5		32.5					
Green Ext Time (p_c), s		0.4	3.5		1.6		4.4					

Intersection Summary	
HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	642	102	404	477	0	0	0	0	1103	0	132
Future Volume (veh/h)	0	642	102	404	477	0	0	0	0	1103	0	132
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	648	103	408	482	0				1114	0	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	739	330	427	863	0				1309	708	
Arrive On Green	0.00	0.21	0.21	0.17	0.46	0.00				0.38	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	648	103	408	482	0				1114	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	13.2	4.1	13.0	14.0	0.0				22.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	13.2	4.1	13.0	14.0	0.0				22.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	739	330	427	863	0				1309	708	
V/C Ratio(X)	0.00	0.88	0.31	0.96	0.56	0.00				0.85	0.00	
Avail Cap(c_a), veh/h	0	758	338	427	873	0				1309	708	
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	1.00	1.00	0.86	0.86	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	28.8	25.2	19.2	14.7	0.0				21.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.1	0.5	29.3	0.7	0.0				7.1	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	0.0	6.3	1.5	8.1	5.1	0.0				9.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.9	25.7	48.5	15.3	0.0				28.5	0.0	0.0
LnGrp LOS	A	D	C	D	B	A				C	A	
Approach Vol, veh/h		751			890						1114	A
Approach Delay, s/veh		38.0			30.5						28.5	
Approach LOS		D			C						C	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		19.0	21.6		34.4		40.6					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		13.0	16.0		28.0		35.0					
Max Q Clear Time (g_c+I1), s		15.0	15.2		24.2		16.0					
Green Ext Time (p_c), s		0.0	0.4		1.8		2.6					

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	45	0	133	15	0
Future Vol, veh/h	105	45	0	133	15	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	107	46	0	136	15	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	153	0	266	130
Stage 1	-	-	-	-	130	-
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	-	-	1428	-	723	920
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1428	-	723	920
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	890	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1428	-
HCM Lane V/C Ratio	0.021	-	-	-	-
HCM Control Delay (s)	10.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	159	16	0	126	40	0
Future Vol, veh/h	159	16	0	126	40	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	17	0	131	42	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	306	175
Stage 1	-	-	-	-	175	-
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	-	-	1392	-	686	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1392	-	686	868
Mov Cap-2 Maneuver	-	-	-	-	686	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	895	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	686	-	-	1392	-
HCM Lane V/C Ratio	0.061	-	-	-	-
HCM Control Delay (s)	10.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	59	46	0	122	11	0
Future Vol, veh/h	59	46	0	122	11	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	47	0	124	11	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	107	0	208	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	124	-
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	-	-	1484	-	780	975
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	902	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	780	975
Mov Cap-2 Maneuver	-	-	-	-	780	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	902	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	780	-	-	1484	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	143	16	0	75	51	0
Future Vol, veh/h	143	16	0	75	51	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	17	0	78	53	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	166	0	236	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	78	-
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	-	-	1412	-	752	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	945	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1412	-	752	887
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	945	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	752	-	-	1412	-
HCM Lane V/C Ratio	0.071	-	-	-	-
HCM Control Delay (s)	10.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	44	0	108	14	0
Future Vol, veh/h	15	44	0	108	14	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	45	0	110	14	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	60	0	148	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	110	-
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	-	-	1544	-	844	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1544	-	844	1034
Mov Cap-2 Maneuver	-	-	-	-	844	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	915	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1544	-
HCM Lane V/C Ratio	0.017	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	16	0	36	39	0
Future Vol, veh/h	127	16	0	36	39	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	17	0	38	41	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	149	0	179	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	38	-
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	-	-	1432	-	811	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1432	-	811	907
Mov Cap-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	811	-	-	1432	-
HCM Lane V/C Ratio	0.05	-	-	-	-
HCM Control Delay (s)	9.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	26

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	129	43	666	177	42	730
Future Vol, veh/h	129	43	666	177	42	730
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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	132	44	680	181	43	745

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1602	771	0	0	861	0
Stage 1	771	-	-	-	-	-
Stage 2	831	-	-	-	-	-
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	~ 116	400	-	-	781	-
Stage 1	456	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 105	400	-	-	781	-
Mov Cap-2 Maneuver	~ 105	-	-	-	-	-
Stage 1	413	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	267.9	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	129	781	-
HCM Lane V/C Ratio	-	-	1.361	0.055	-
HCM Control Delay (s)	-	-	267.9	9.9	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	11.5	0.2	-

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

Intersection	
Int Delay, s/veh	96.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	205	26	676	144	58	896
Future Vol, veh/h	205	26	676	144	58	896
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	205	26	676	144	58	896

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1760	748	0	0	820	0
Stage 1	748	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
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	~ 93	412	-	-	809	-
Stage 1	468	-	-	-	-	-
Stage 2	351	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 80	412	-	-	809	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	401	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 838.2	0	0.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	809	-
HCM Lane V/C Ratio	-	-	2.625	0.072	-
HCM Control Delay (s)	-	-	$ 838.2	9.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	21.8	0.2	-

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

Intersection	
Int Delay, s/veh	69.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	0	75	0	0	13	67	597	2	5	695	135
Future Vol, veh/h	114	0	75	0	0	13	67	597	2	5	695	135
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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	130	0	85	0	0	15	76	678	2	6	790	153

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1641	1634	790	1751	1785	678	943	0	0	680	0	0
Stage 1	802	802	-	830	830	-	-	-	-	-	-	-
Stage 2	839	832	-	921	955	-	-	-	-	-	-	-
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	~ 80	101	390	67	82	452	727	-	-	912	-	-
Stage 1	378	396	-	364	385	-	-	-	-	-	-	-
Stage 2	360	384	-	324	337	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 67	83	390	45	67	452	727	-	-	912	-	-
Mov Cap-2 Maneuver	~ 67	83	-	45	67	-	-	-	-	-	-	-
Stage 1	314	390	-	303	320	-	-	-	-	-	-	-
Stage 2	290	319	-	250	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 617.8	13.2	1.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	727	-	-	100	452	912	-	-
HCM Lane V/C Ratio	0.105	-	-	2.148	0.033	0.006	-	-
HCM Control Delay (s)	10.5	0	-	$ 617.8	13.2	9	0	-
HCM Lane LOS	B	A	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	18.7	0.1	0	-	-

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

Intersection	
Int Delay, s/veh	64.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	0	65	2	1	1	50	684	1	1	804	111
Future Vol, veh/h	130	0	65	2	1	1	50	684	1	1	804	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	-	-	-	-	-	-	-	-	180	-	-	250
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	135	0	68	2	1	1	52	713	1	1	838	116

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1659	1658	838	1749	1773	713	954	0	0	714	0	0
Stage 1	840	840	-	817	817	-	-	-	-	-	-	-
Stage 2	819	818	-	932	956	-	-	-	-	-	-	-
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	~ 78	98	366	67	83	432	720	-	-	886	-	-
Stage 1	360	381	-	370	390	-	-	-	-	-	-	-
Stage 2	369	390	-	320	336	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 70	86	366	50	73	432	720	-	-	886	-	-
Mov Cap-2 Maneuver	~ 70	86	-	50	73	-	-	-	-	-	-	-
Stage 1	317	380	-	326	343	-	-	-	-	-	-	-
Stage 2	323	343	-	260	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 607.8	58.8	0.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	720	-	-	96	71	886	-	-
HCM Lane V/C Ratio	0.072	-	-	2.116	0.059	0.001	-	-
HCM Control Delay (s)	10.4	0	-	$ 607.8	58.8	9.1	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	17.7	0.2	0	-	-

Notes

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

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	148	12	38	695	425	434
Future Vol, veh/h	148	12	38	695	425	434
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	178	14	46	837	512	523

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1441	512	512	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	929	-	-	-	-	-
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	~ 146	562	1053	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	385	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 140	562	1053	-	-	-
Mov Cap-2 Maneuver	~ 140	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	212.1	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1053	-	140	562	-	-
HCM Lane V/C Ratio	0.043	-	1.274	0.026	-	-
HCM Control Delay (s)	8.6	-	228.4	11.6	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	10.9	0.1	-	-

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

Intersection	
Int Delay, s/veh	58.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	213	79	73	647	689	538
Future Vol, veh/h	213	79	73	647	689	538
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	0	290	-	-	225
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	229	85	78	696	741	578

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1593	741	741	0	-	0
Stage 1	741	-	-	-	-	-
Stage 2	852	-	-	-	-	-
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	~ 118	416	866	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 107	416	866	-	-	-
Mov Cap-2 Maneuver	~ 107	-	-	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	418	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 448.3	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	866	-	107	416	-	-
HCM Lane V/C Ratio	0.091	-	2.14	0.204	-	-
HCM Control Delay (s)	9.6	-	$ 608.7	15.9	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.3	-	19.6	0.8	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	446	478	950	374	255	167
Future Volume (veh/h)	446	478	950	374	255	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	465	0	990	390	266	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	438		896	1237	273	
Arrive On Green	0.25	0.00	0.47	0.66	0.15	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	465	0	990	390	266	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	32.0	0.0	61.0	11.6	18.4	0.0
Cycle Q Clear(g_c), s	32.0	0.0	61.0	11.6	18.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	438		896	1237	273	
V/C Ratio(X)	1.06		1.10	0.32	0.97	
Avail Cap(c_a), veh/h	438		896	1237	273	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.0	0.0	29.2	9.4	55.2	0.0
Incr Delay (d2), s/veh	59.9	0.0	62.9	0.1	46.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	0.0	39.5	4.3	12.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	108.9	0.0	92.1	9.6	102.1	0.0
LnGrp LOS	F		F	A	F	
Approach Vol, veh/h	465	A		1380	266	A
Approach Delay, s/veh	108.9			68.8	102.1	
Approach LOS	F			E	F	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.0		38.0	67.0	25.0
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		86.0		32.0	61.0	19.0
Max Q Clear Time (g_c+I1), s		13.6		34.0	63.0	20.4
Green Ext Time (p_c), s		2.3		0.0	0.0	0.0
Intersection Summary						
HCM 6th Ctrl Delay			81.8			
HCM 6th LOS			F			

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	387	949	663	308	417	302
Future Volume (veh/h)	387	949	663	308	417	302
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	395	0	677	314	426	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	433		707	1212	462	
Arrive On Green	0.24	0.00	0.35	0.65	0.25	0.00
Sat Flow, veh/h	1781	1585	1781	1870	1870	1585
Grp Volume(v), veh/h	395	0	677	314	426	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1781	1870	1870	1585
Q Serve(g_s), s	23.8	0.0	35.3	7.8	24.5	0.0
Cycle Q Clear(g_c), s	23.8	0.0	35.3	7.8	24.5	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	433		707	1212	462	
V/C Ratio(X)	0.91		0.96	0.26	0.92	
Avail Cap(c_a), veh/h	662		752	1306	509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.6	0.0	27.0	8.2	40.5	0.0
Incr Delay (d2), s/veh	12.1	0.0	22.5	0.1	21.2	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	11.4	0.0	20.7	2.8	13.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.7	0.0	49.5	8.3	61.7	0.0
LnGrp LOS	D		D	A	E	
Approach Vol, veh/h	395	A		991	426	A
Approach Delay, s/veh	52.7			36.4	61.7	
Approach LOS	D			D	E	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		77.5		32.8	44.2	33.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		77.0		41.0	41.0	30.0
Max Q Clear Time (g_c+I1), s		9.8		25.8	37.3	26.5
Green Ext Time (p_c), s		1.8		1.0	1.0	0.8
Intersection Summary						
HCM 6th Ctrl Delay			45.9			
HCM 6th LOS			D			

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	917	198	28	1142	3	441	41	19	41	48	431
Future Volume (veh/h)	227	917	198	28	1142	3	441	41	19	41	48	431
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	244	986	0	30	1228	3	474	44	20	44	52	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	255	1551		229	1308	3	499	554	469	181	87	
Arrive On Green	0.10	0.44	0.00	0.02	0.36	0.36	0.28	0.30	0.30	0.03	0.05	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3637	9	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	244	986	0	30	600	631	474	44	20	44	52	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1869	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.2	24.1	0.0	1.2	36.4	36.4	29.1	1.9	1.0	2.6	3.0	0.0
Cycle Q Clear(g_c), s	10.2	24.1	0.0	1.2	36.4	36.4	29.1	1.9	1.0	2.6	3.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	1551		229	639	672	499	554	469	181	87	
V/C Ratio(X)	0.96	0.64		0.13	0.94	0.94	0.95	0.08	0.04	0.24	0.60	
Avail Cap(c_a), veh/h	255	1551		254	653	687	511	838	710	190	369	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.1	24.5	0.0	22.9	34.5	34.5	39.4	28.3	28.0	48.7	52.2	0.0
Incr Delay (d2), s/veh	44.3	0.9	0.0	0.3	21.3	20.6	27.2	0.1	0.0	0.7	6.5	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	7.2	9.7	0.0	0.5	18.5	19.4	15.9	0.8	0.4	1.2	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	25.4	0.0	23.1	55.9	55.1	66.6	28.4	28.0	49.4	58.7	0.0
LnGrp LOS	E	C		C	E	E	E	C	C	D	E	
Approach Vol, veh/h		1230	A		1261			538			96	A
Approach Delay, s/veh		34.9			54.7			62.1			54.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	39.0	8.4	54.7	37.3	11.2	17.0	46.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	4.0	50.0	4.0	48.0	32.0	22.0	11.0	41.0
Max Q Clear Time (g_c+I1), s	14.6	3.9	3.2	26.1	31.1	5.0	12.2	38.4
Green Ext Time (p_c), s	0.0	0.3	0.0	6.6	0.2	0.1	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	271	1267	478	111	757	37	390	140	90	154	167	486
Future Volume (veh/h)	271	1267	478	111	757	37	390	140	90	154	167	486
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	279	1306	0	114	780	38	402	144	93	159	172	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1479		163	1156	56	389	446	378	354	208	
Arrive On Green	0.12	0.42	0.00	0.04	0.34	0.34	0.22	0.24	0.24	0.09	0.11	0.00
Sat Flow, veh/h	1781	3554	1585	1781	3449	168	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	279	1306	0	114	402	416	402	144	93	159	172	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1840	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	10.8	37.3	0.0	4.0	21.4	21.4	24.0	7.0	5.2	8.6	9.9	0.0
Cycle Q Clear(g_c), s	10.8	37.3	0.0	4.0	21.4	21.4	24.0	7.0	5.2	8.6	9.9	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	1479		163	596	617	389	446	378	354	208	
V/C Ratio(X)	0.76	0.88		0.70	0.67	0.67	1.03	0.32	0.25	0.45	0.83	
Avail Cap(c_a), veh/h	386	1479		163	596	617	389	527	447	354	289	
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)	0.59	0.59	0.00	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.5	29.6	0.0	31.7	31.4	31.4	43.0	34.6	33.9	38.5	47.9	0.0
Incr Delay (d2), s/veh	4.8	4.9	0.0	3.7	0.9	0.8	54.8	0.4	0.3	0.9	13.1	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	4.7	15.8	0.0	2.1	8.8	9.2	16.0	3.1	2.0	3.7	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.4	34.6	0.0	35.4	32.3	32.2	97.8	35.0	34.2	39.4	60.9	0.0
LnGrp LOS	C	C		D	C	C	F	C	C	D	E	
Approach Vol, veh/h		1585	A		932			639			331	A
Approach Delay, s/veh		33.3			32.6			74.4			50.6	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	32.2	10.0	51.8	30.0	18.2	18.9	42.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	10.0	31.0	4.0	41.0	24.0	17.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	11.9	9.0	6.0	39.3	26.0	11.9	12.8	23.4
Green Ext Time (p_c), s	0.0	0.9	0.0	1.2	0.0	0.3	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	27	639	70	26	744
Future Vol, veh/h	28	27	639	70	26	744
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	31	726	80	30	845

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1671	766	0	0	806	0
Stage 1	766	-	-	-	-	-
Stage 2	905	-	-	-	-	-
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	105	403	-	-	819	-
Stage 1	459	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	98	403	-	-	819	-
Mov Cap-2 Maneuver	98	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	42.7	0	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	156	819	-
HCM Lane V/C Ratio	-	-	0.401	0.036	-
HCM Control Delay (s)	-	-	42.7	9.6	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	1.7	0.1	-

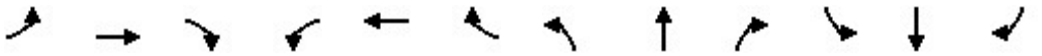
Intersection	
Int Delay, s/veh	8.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	35	744	30	24	879
Future Vol, veh/h	58	35	744	30	24	879
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	39	827	33	27	977

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1875	844	0	0	860	0
Stage 1	844	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
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	79	363	-	-	781	-
Stage 1	422	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	73	363	-	-	781	-
Mov Cap-2 Maneuver	73	-	-	-	-	-
Stage 1	390	-	-	-	-	-
Stage 2	344	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	162.6	0	0.3
HCM LOS	F		

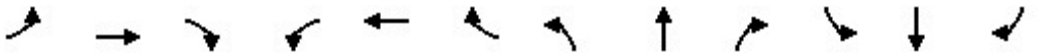
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	104	781	-
HCM Lane V/C Ratio	-	-	0.994	0.034	-
HCM Control Delay (s)	-	-	162.6	9.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6.2	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	1053	0	0	879	1118	206	0	315	0	0	0
Future Volume (veh/h)	296	1053	0	0	879	1118	206	0	315	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	308	1097	0	0	916	0	215	0	328			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	681	2551	0	0	1236		265	0	415			
Arrive On Green	0.61	1.00	0.00	0.00	0.35	0.00	0.15	0.00	0.15			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1781	0	2790			
Grp Volume(v), veh/h	308	1097	0	0	916	0	215	0	328			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1781	0	1395			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	20.4	0.0	10.5	0.0	10.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	20.4	0.0	10.5	0.0	10.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	681	2551	0	0	1236		265	0	415			
V/C Ratio(X)	0.45	0.43	0.00	0.00	0.74		0.81	0.00	0.79			
Avail Cap(c_a), veh/h	681	2551	0	0	1856		317	0	496			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.73	0.73	0.00	0.00	0.09	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.4	0.0	0.0	0.0	25.8	0.0	37.1	0.0	37.0			
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.0	0.1	0.0	12.6	0.0	7.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.5	0.1	0.0	0.0	7.9	0.0	5.3	0.0	3.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	0.4	0.0	0.0	25.9	0.0	49.7	0.0	44.1			
LnGrp LOS	B	A	A	A	C		D	A	D			
Approach Vol, veh/h		1405			916	A		543				
Approach Delay, s/veh		2.9			25.9			46.3				
Approach LOS		A			C			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		19.4		70.6			33.3	37.3				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		62.0			9.0	47.0				
Max Q Clear Time (g_c+I1), s		12.5		2.0			2.0	22.4				
Green Ext Time (p_c), s		0.9		9.4			0.5	6.3				

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1760	0	0	894	797	134	2	411	0	0	0
Future Volume (veh/h)	247	1760	0	0	894	797	134	2	411	0	0	0
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	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	257	1833	0	0	931	0	140	2	428			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	463	2463	0	0	1910		305	4	485			
Arrive On Green	0.18	1.00	0.00	0.00	0.54	0.00	0.17	0.17	0.17			
Sat Flow, veh/h	1781	3647	0	0	3647	1585	1757	25	2790			
Grp Volume(v), veh/h	257	1833	0	0	931	0	142	0	428			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1777	1585	1782	0	1395			
Q Serve(g_s), s	5.8	0.0	0.0	0.0	14.8	0.0	6.4	0.0	13.5			
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.0	14.8	0.0	6.4	0.0	13.5			
Prop In Lane	1.00		0.00	0.00		1.00	0.99		1.00			
Lane Grp Cap(c), veh/h	463	2463	0	0	1910		310	0	485			
V/C Ratio(X)	0.56	0.74	0.00	0.00	0.49		0.46	0.00	0.88			
Avail Cap(c_a), veh/h	522	2463	0	0	1910		317	0	496			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.15	0.15	0.00	0.00	0.22	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.2	0.0	0.0	0.0	13.1	0.0	33.4	0.0	36.3			
Incr Delay (d2), s/veh	0.2	0.3	0.0	0.0	0.0	0.0	1.1	0.0	16.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.1	0.0	0.0	5.1	0.0	2.7	0.0	5.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.4	0.3	0.0	0.0	13.1	0.0	34.4	0.0	53.0			
LnGrp LOS	A	A	A	A	B		C	A	D			
Approach Vol, veh/h		2090			931	A		570				
Approach Delay, s/veh		1.3			13.1			48.4				
Approach LOS		A			B			D				
Timer - Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		21.6		68.4			14.0	54.4				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		16.0		62.0			11.0	45.0				
Max Q Clear Time (g_c+I1), s		15.5		2.0			7.8	16.8				
Green Ext Time (p_c), s		0.2		23.8			0.2	6.7				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	752	162	282	803	0	0	0	0	597	1	273
Future Volume (veh/h)	0	752	162	282	803	0	0	0	0	597	1	273
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	767	165	288	819	0				609	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	992	442	369	899	0				1333	722	
Arrive On Green	0.00	0.28	0.28	0.14	0.48	0.00				0.39	0.39	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	767	165	288	819	0				609	1	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	17.9	7.5	9.8	36.4	0.0				11.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.9	7.5	9.8	36.4	0.0				11.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	992	442	369	899	0				1333	722	
V/C Ratio(X)	0.00	0.77	0.37	0.78	0.91	0.00				0.46	0.00	
Avail Cap(c_a), veh/h	0	1224	546	465	1122	0				1333	722	
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	1.00	1.00	0.85	0.85	0.00				1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	29.8	26.1	20.5	21.6	0.0				20.6	17.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	0.5	5.6	8.3	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.4	2.7	4.2	15.8	0.0				4.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.3	26.6	26.1	29.9	0.0				21.7	17.0	0.0
LnGrp LOS	A	C	C	C	C	A				C	B	
Approach Vol, veh/h		932			1107						610	A
Approach Delay, s/veh		31.3			28.9						21.7	
Approach LOS		C			C						C	

Timer - Assigned Phs		3	4		6		8
Phs Duration (G+Y+Rc), s		18.2	31.1		40.7		49.3
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s		17.0	31.0		24.0		54.0
Max Q Clear Time (g_c+I1), s		11.8	19.9		13.8		38.4
Green Ext Time (p_c), s		0.4	4.1		1.7		4.9

Intersection Summary
HCM 6th Ctrl Delay 28.1
HCM 6th LOS C

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	856	227	451	571	0	0	0	0	1159	0	203
Future Volume (veh/h)	0	856	227	451	571	0	0	0	0	1159	0	203
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	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	865	229	456	577	0				1171	0	0
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	908	405	436	977	0				1190	644	
Arrive On Green	0.00	0.26	0.26	0.20	0.52	0.00				0.34	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	1870	0				3456	1870	0
Grp Volume(v), veh/h	0	865	229	456	577	0				1171	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1870	0				1728	1870	0
Q Serve(g_s), s	0.0	21.6	11.3	18.0	19.2	0.0				30.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	21.6	11.3	18.0	19.2	0.0				30.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.00
Lane Grp Cap(c), veh/h	0	908	405	436	977	0				1190	644	
V/C Ratio(X)	0.00	0.95	0.57	1.05	0.59	0.00				0.98	0.00	
Avail Cap(c_a), veh/h	0	908	405	436	977	0				1190	644	
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	1.00	1.00	0.86	0.86	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	33.0	29.2	34.3	14.9	0.0				29.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	19.3	1.8	52.3	0.8	0.0				22.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	11.0	4.2	14.5	7.2	0.0				15.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	52.3	31.0	86.6	15.7	0.0				51.7	0.0	0.0
LnGrp LOS	A	D	C	F	B	A				D	A	
Approach Vol, veh/h		1094			1033						1171	A
Approach Delay, s/veh		47.8			47.0						51.7	
Approach LOS		D			D						D	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		24.0	29.0		37.0		53.0					
Change Period (Y+Rc), s		6.0	6.0		6.0		6.0					
Max Green Setting (Gmax), s		18.0	23.0		31.0		47.0					
Max Q Clear Time (g_c+I1), s		20.0	23.6		32.2		21.2					
Green Ext Time (p_c), s		0.0	0.0		0.0		3.6					

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

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

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	15	159	45	0	154	0	15	0	0	0	0	3
Future Vol, veh/h	15	159	45	0	154	0	15	0	0	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	162	46	0	157	0	15	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	157	0	0	208	0	0	374	372	185	372	395	157
Stage 1	-	-	-	-	-	-	215	215	-	157	157	-
Stage 2	-	-	-	-	-	-	159	157	-	215	238	-
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	1423	-	-	1363	-	-	583	558	857	585	542	889
Stage 1	-	-	-	-	-	-	787	725	-	845	768	-
Stage 2	-	-	-	-	-	-	843	768	-	787	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1423	-	-	1363	-	-	575	551	857	580	535	889
Mov Cap-2 Maneuver	-	-	-	-	-	-	575	551	-	580	535	-
Stage 1	-	-	-	-	-	-	778	716	-	835	768	-
Stage 2	-	-	-	-	-	-	840	768	-	778	700	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0	11.4	9.1
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	1423	-	-	1363	-	-	889
HCM Lane V/C Ratio	0.027	0.011	-	-	-	-	-	0.003
HCM Control Delay (s)	11.4	7.6	0	-	0	-	-	9.1
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	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	7	179	16	0	249	0	40	0	0	0	0	17
Future Vol, veh/h	7	179	16	0	249	0	40	0	0	0	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	186	17	0	259	0	42	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	203	0	0	477	468	195	468	476	259
Stage 1	-	-	-	-	-	-	209	209	-	259	259	-
Stage 2	-	-	-	-	-	-	268	259	-	209	217	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1306	-	-	1369	-	-	498	493	846	505	488	780
Stage 1	-	-	-	-	-	-	793	729	-	746	694	-
Stage 2	-	-	-	-	-	-	738	694	-	793	723	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1306	-	-	1369	-	-	485	490	846	502	485	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	490	-	502	485	-
Stage 1	-	-	-	-	-	-	788	725	-	742	694	-
Stage 2	-	-	-	-	-	-	721	694	-	788	719	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	13.1	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	485	1306	-	-	1369	-	-	780
HCM Lane V/C Ratio	0.086	0.006	-	-	-	-	-	0.023
HCM Control Delay (s)	13.1	7.8	0	-	0	-	-	9.7
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	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	37	76	46	0	128	0	11	0	0	0	0	15
Future Vol, veh/h	37	76	46	0	128	0	11	0	0	0	0	15
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	78	47	0	131	0	11	0	0	0	0	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	131	0	0	125	0	0	317	309	102	309	332	131
Stage 1	-	-	-	-	-	-	178	178	-	131	131	-
Stage 2	-	-	-	-	-	-	139	131	-	178	201	-
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	1454	-	-	1462	-	-	636	605	953	643	588	919
Stage 1	-	-	-	-	-	-	824	752	-	873	788	-
Stage 2	-	-	-	-	-	-	864	788	-	824	735	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1454	-	-	1462	-	-	612	588	953	629	572	919
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	588	-	629	572	-
Stage 1	-	-	-	-	-	-	801	731	-	849	788	-
Stage 2	-	-	-	-	-	-	850	788	-	801	714	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0	11	9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	612	1454	-	-	1462	-	-	919
HCM Lane V/C Ratio	0.018	0.026	-	-	-	-	-	0.017
HCM Control Delay (s)	11	7.5	0	-	0	-	-	9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

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	10	153	16	0	168	0	51	0	0	0	0	30
Future Vol, veh/h	10	153	16	0	168	0	51	0	0	0	0	30
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	159	17	0	175	0	53	0	0	0	0	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	176	0	0	379	363	168	363	371	175
Stage 1	-	-	-	-	-	-	188	188	-	175	175	-
Stage 2	-	-	-	-	-	-	191	175	-	188	196	-
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	1401	-	-	1400	-	-	579	565	876	593	559	868
Stage 1	-	-	-	-	-	-	814	745	-	827	754	-
Stage 2	-	-	-	-	-	-	811	754	-	814	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1401	-	-	1400	-	-	555	560	876	589	555	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	555	560	-	589	555	-
Stage 1	-	-	-	-	-	-	807	739	-	820	754	-
Stage 2	-	-	-	-	-	-	782	754	-	807	733	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	12.2	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	555	1401	-	-	1400	-	-	868
HCM Lane V/C Ratio	0.096	0.007	-	-	-	-	-	0.036
HCM Control Delay (s)	12.2	7.6	0	-	0	-	-	9.3
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.3	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	15	17	44	0	112	0	14	0	0	0	0	2
Future Vol, veh/h	15	17	44	0	112	0	14	0	0	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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	15	17	45	0	114	0	14	0	0	0	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	62	0	0	185	184	40	184	206	114
Stage 1	-	-	-	-	-	-	70	70	-	114	114	-
Stage 2	-	-	-	-	-	-	115	114	-	70	92	-
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	1475	-	-	1541	-	-	776	710	1031	777	691	939
Stage 1	-	-	-	-	-	-	940	837	-	891	801	-
Stage 2	-	-	-	-	-	-	890	801	-	940	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1475	-	-	1541	-	-	767	702	1031	771	683	939
Mov Cap-2 Maneuver	-	-	-	-	-	-	767	702	-	771	683	-
Stage 1	-	-	-	-	-	-	930	828	-	881	801	-
Stage 2	-	-	-	-	-	-	888	801	-	930	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	9.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	767	1475	-	-	1541	-	-	939
HCM Lane V/C Ratio	0.019	0.01	-	-	-	-	-	0.002
HCM Control Delay (s)	9.8	7.5	0	-	0	-	-	8.8
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

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	7	130	16	0	112	0	39	0	0	0	0	17
Future Vol, veh/h	7	130	16	0	112	0	39	0	0	0	0	17
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	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	135	17	0	117	0	41	0	0	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	117	0	0	152	0	0	284	275	144	275	283	117
Stage 1	-	-	-	-	-	-	158	158	-	117	117	-
Stage 2	-	-	-	-	-	-	126	117	-	158	166	-
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	1471	-	-	1429	-	-	668	632	903	677	626	935
Stage 1	-	-	-	-	-	-	844	767	-	888	799	-
Stage 2	-	-	-	-	-	-	878	799	-	844	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1471	-	-	1429	-	-	653	629	903	674	623	935
Mov Cap-2 Maneuver	-	-	-	-	-	-	653	629	-	674	623	-
Stage 1	-	-	-	-	-	-	840	763	-	884	799	-
Stage 2	-	-	-	-	-	-	861	799	-	840	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	10.9	8.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1471	-	-	1429	-	-	935
HCM Lane V/C Ratio	0.062	0.005	-	-	-	-	-	0.019
HCM Control Delay (s)	10.9	7.5	0	-	0	-	-	8.9
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	91	5	0	53	2	0
Future Vol, veh/h	91	5	0	53	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	5	0	54	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	150	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	54	-
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	-	-	1495	-	842	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	969	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1495	-	842	960
Mov Cap-2 Maneuver	-	-	-	-	842	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	969	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	842	-	-	1495	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	2	0	87	6	0
Future Vol, veh/h	148	2	0	87	6	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	2	0	91	6	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	156	0	246	155
Stage 1	-	-	-	-	155	-
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	-	-	1424	-	742	891
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1424	-	742	891
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	742	-	-	1424	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	41	50	0	39	14	0
Future Vol, veh/h	41	50	0	39	14	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	51	0	40	14	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	108	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	40	-
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	-	-	1501	-	889	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	982	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	889	995
Mov Cap-2 Maneuver	-	-	-	-	889	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	982	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	889	-	-	1501	-
HCM Lane V/C Ratio	0.016	-	-	-	-
HCM Control Delay (s)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	132	16	0	43	44	0
Future Vol, veh/h	132	16	0	43	44	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	138	17	0	45	46	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	192	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	45	-
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	-	-	1425	-	797	900
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	797	900
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	797	-	-	1425	-
HCM Lane V/C Ratio	0.058	-	-	-	-
HCM Control Delay (s)	9.8	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	7	0	37	2	0
Future Vol, veh/h	34	7	0	37	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	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	7	0	38	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	42	0	77	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1567	-	926	1033
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1567	-	926	1033
Mov Cap-2 Maneuver	-	-	-	-	926	-
Stage 1	-	-	-	-	983	-
Stage 2	-	-	-	-	984	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1567	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	2	0	37	6	0
Future Vol, veh/h	130	2	0	37	6	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	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	135	2	0	39	6	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	175	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	39	-
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	-	-	1447	-	815	913
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	815	913
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	983	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	815	-	-	1447	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	9.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	200	14	648	795
Demand Flow Rate, veh/h	204	14	661	811
Vehicles Circulating, veh/h	666	781	128	71
Vehicles Exiting, veh/h	216	8	742	724
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.9	6.0	8.6	7.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.997	0.003	0.821	0.179
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	204	14	659	2	666	145
Cap Entry Lane, veh/h	700	622	1264	1264	1331	1331
Entry HV Adj Factor	0.980	1.000	0.981	1.000	0.981	0.979
Flow Entry, veh/h	200	14	646	2	653	142
Cap Entry, veh/h	686	622	1240	1264	1305	1304
V/C Ratio	0.292	0.023	0.521	0.002	0.500	0.109
Control Delay, s/veh	8.9	6.0	8.6	2.9	8.0	3.6
LOS	A	A	A	A	A	A
95th %tile Queue, veh	1	0	3	0	3	0

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	2	2	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	189	4	662	858
Demand Flow Rate, veh/h	193	4	675	875
Vehicles Circulating, veh/h	768	803	130	52
Vehicles Exiting, veh/h	159	2	831	755
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.9	5.3	7.9	10.7
Approach LOS	A	A	A	B

Lane	Left	Right	Left	Right	Left	Right	Left	Right
Designated Moves	L	TR	L	TR	L	TR	L	TR
Assumed Moves	L	TR	L	TR	L	TR	L	TR
RT Channelized								
Lane Util	0.668	0.332	0.500	0.500	0.073	0.927	0.001	0.999
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	129	64	2	2	49	626	1	874
Cap Entry Lane, veh/h	706	706	684	684	1262	1262	1354	1354
Entry HV Adj Factor	0.977	0.984	1.000	0.990	0.980	0.980	1.000	0.981
Flow Entry, veh/h	126	63	2	2	48	614	1	857
Cap Entry, veh/h	690	695	684	677	1236	1237	1354	1328
V/C Ratio	0.183	0.091	0.003	0.003	0.039	0.496	0.001	0.645
Control Delay, s/veh	7.3	6.1	5.3	5.3	3.2	8.2	2.7	10.7
LOS	A	A	A	A	A	A	A	B
95th %tile Queue, veh	1	0	0	0	0	3	0	5

Intersection	
Intersection Delay, s/veh	6.1
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	132	589	806
Demand Flow Rate, veh/h	134	601	822
Vehicles Circulating, veh/h	402	121	43
Vehicles Exiting, veh/h	43	402	679
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	7.0	5.6
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.072	0.928	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	13	4.544	4.544	4.976	420
Entry Flow, veh/h	121	916	43	558	402	1321
Cap Entry Lane, veh/h	916	0.980	1272	1272	1321	0.980
Entry HV Adj Factor	0.983	13	0.977	0.980	0.980	412
Flow Entry, veh/h	119	898	42	547	394	1295
Cap Entry, veh/h	901	0.014	1242	1247	1295	0.318
V/C Ratio	0.132	4.1	0.034	0.439	0.304	5.7
Control Delay, s/veh	5.3	A	3.2	7.3	5.5	A
LOS	A	0	A	A	A	1
95th %tile Queue, veh	0		0	2	1	

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	260	612	829
Demand Flow Rate, veh/h	266	624	846
Vehicles Circulating, veh/h	505	186	74
Vehicles Exiting, veh/h	74	505	736
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	7.4	6.1
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.119	0.881	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	80	4.544	4.544	4.976	341
Entry Flow, veh/h	186	824	74	550	505	1280
Cap Entry Lane, veh/h	824	0.980	1199	1199	1280	0.980
Entry HV Adj Factor	0.978	78	0.986	0.980	0.980	334
Flow Entry, veh/h	182	808	73	539	495	1254
Cap Entry, veh/h	807	0.097	1183	1175	1254	0.266
V/C Ratio	0.226	5.4	0.062	0.459	0.395	5.2
Control Delay, s/veh	6.9	A	3.6	7.9	6.7	A
LOS	A	0	A	A	A	1
95th %tile Queue, veh	1		0	2	2	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	0	70	0	0	12	62	507	2	5	569	125
Future Volume (veh/h)	106	0	70	0	0	12	62	507	2	5	569	125
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	120	0	80	0	0	14	70	576	2	6	647	142
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	0	218	182	0	218	332	1040	4	484	830	182
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1400	0	1585	1319	0	1585	687	1863	6	836	1486	326
Grp Volume(v), veh/h	120	0	80	0	0	14	70	0	578	6	0	789
Grp Sat Flow(s),veh/h/ln	1400	0	1585	1319	0	1585	687	0	1869	836	0	1812
Q Serve(g_s), s	3.2	0.0	1.8	0.0	0.0	0.3	3.5	0.0	7.8	0.2	0.0	13.5
Cycle Q Clear(g_c), s	3.5	0.0	1.8	0.0	0.0	0.3	17.0	0.0	7.8	8.0	0.0	13.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.18
Lane Grp Cap(c), veh/h	364	0	218	182	0	218	332	0	1044	484	0	1012
V/C Ratio(X)	0.33	0.00	0.37	0.00	0.00	0.06	0.21	0.00	0.55	0.01	0.00	0.78
Avail Cap(c_a), veh/h	739	0	642	535	0	642	505	0	1514	694	0	1468
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	15.5	0.0	0.0	14.8	13.5	0.0	5.6	8.1	0.0	6.8
Incr Delay (d2), s/veh	0.5	0.0	1.0	0.0	0.0	0.1	0.3	0.0	0.5	0.0	0.0	1.7
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	0.8	0.0	0.6	0.0	0.0	0.1	0.4	0.0	0.8	0.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	16.5	0.0	0.0	14.9	13.8	0.0	6.0	8.1	0.0	8.5
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	A	A
Approach Vol, veh/h		200			14			648			795	
Approach Delay, s/veh		16.7			14.9			6.9			8.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.1		11.4		28.1		11.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0				
Max Q Clear Time (g_c+I1), s		19.0		5.5		15.5		2.3				
Green Ext Time (p_c), s		3.1		0.5		4.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	0	60	2	1	1	46	588	1	1	720	103
Future Volume (veh/h)	121	0	60	2	1	1	46	588	1	1	720	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	0	62	2	1	1	48	612	1	1	750	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	362	0	205	306	111	111	304	1065	2	472	913	130
Arrive On Green	0.13	0.00	0.13	0.13	0.13	0.13	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1415	0	1585	1340	858	858	644	1867	3	809	1601	228
Grp Volume(v), veh/h	126	0	62	2	0	2	48	0	613	1	0	857
Grp Sat Flow(s),veh/h/ln	1415	0	1585	1340	0	1716	644	0	1870	809	0	1829
Q Serve(g_s), s	3.4	0.0	1.4	0.1	0.0	0.0	2.6	0.0	8.4	0.0	0.0	15.1
Cycle Q Clear(g_c), s	3.4	0.0	1.4	1.5	0.0	0.0	17.7	0.0	8.4	8.4	0.0	15.1
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	362	0	205	306	0	222	304	0	1067	472	0	1044
V/C Ratio(X)	0.35	0.00	0.30	0.01	0.00	0.01	0.16	0.00	0.57	0.00	0.00	0.82
Avail Cap(c_a), veh/h	744	0	634	668	0	686	451	0	1496	658	0	1463
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	16.7	0.0	15.8	16.4	0.0	15.2	14.1	0.0	5.5	8.2	0.0	6.9
Incr Delay (d2), s/veh	0.6	0.0	0.8	0.0	0.0	0.0	0.2	0.0	0.5	0.0	0.0	2.7
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	0.9	0.0	0.4	0.0	0.0	0.0	0.3	0.0	0.8	0.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.3	0.0	16.6	16.5	0.0	15.2	14.3	0.0	6.0	8.2	0.0	9.6
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	A
Approach Vol, veh/h		188			4			661			858	
Approach Delay, s/veh		17.0			15.8			6.6			9.6	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.8		11.2		28.8		11.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0				
Max Q Clear Time (g_c+I1), s		19.7		5.4		17.1		3.5				
Green Ext Time (p_c), s		3.1		0.4		4.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	99	11	35	454	327	342
Future Volume (veh/h)	99	11	35	454	327	342
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	119	0	42	547	394	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	160		564	806	806	
Arrive On Green	0.09	0.00	0.43	0.43	0.43	0.00
Sat Flow, veh/h	1781	1585	990	1870	1870	1585
Grp Volume(v), veh/h	119	0	42	547	394	0
Grp Sat Flow(s),veh/h/ln	1781	1585	990	1870	1870	1585
Q Serve(g_s), s	1.6	0.0	0.8	5.9	3.8	0.0
Cycle Q Clear(g_c), s	1.6	0.0	4.6	5.9	3.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	160		564	806	806	
V/C Ratio(X)	0.74		0.07	0.68	0.49	
Avail Cap(c_a), veh/h	1138		1007	1643	1643	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	6.8	5.7	5.1	0.0
Incr Delay (d2), s/veh	6.6	0.0	0.1	1.0	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	0.6	0.0	0.1	0.5	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	0.0	6.9	6.7	5.6	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	119	A		589	394	A
Approach Delay, s/veh	17.7			6.8	5.6	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		16.8		8.3		16.8
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		22.0		16.0		22.0
Max Q Clear Time (g_c+I1), s		7.9		3.6		5.8
Green Ext Time (p_c), s		2.9		0.2		1.9

Intersection Summary

HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	169	73	68	501	460	311
Future Volume (veh/h)	169	73	68	501	460	311
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	182	0	73	539	495	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	246		476	845	845	
Arrive On Green	0.14	0.00	0.45	0.45	0.45	0.00
Sat Flow, veh/h	1781	1585	902	1870	1870	1585
Grp Volume(v), veh/h	182	0	73	539	495	0
Grp Sat Flow(s),veh/h/ln	1781	1585	902	1870	1870	1585
Q Serve(g_s), s	2.9	0.0	1.9	6.5	5.8	0.0
Cycle Q Clear(g_c), s	2.9	0.0	7.7	6.5	5.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	246		476	845	845	
V/C Ratio(X)	0.74		0.15	0.64	0.59	
Avail Cap(c_a), veh/h	1036		1025	1983	1983	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.1	0.0	8.8	6.2	6.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.1	0.8	0.6	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	0.0	0.2	0.9	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	0.0	9.0	7.0	6.6	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	182	A		612	495	A
Approach Delay, s/veh	16.5			7.2	6.6	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		19.2		10.0		19.2
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		31.0		17.0		31.0
Max Q Clear Time (g_c+I1), s		9.7		4.9		7.8
Green Ext Time (p_c), s		3.5		0.4		2.8

Intersection Summary	
HCM 6th Ctrl Delay	8.3
HCM 6th LOS	A

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

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	111	621	685
Demand Flow Rate, veh/h	114	633	699
Vehicles Circulating, veh/h	626	8	80
Vehicles Exiting, veh/h	15	771	660
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	7.3	9.1
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	114	633	699
Cap Entry Lane, veh/h	729	1369	1272
Entry HV Adj Factor	0.974	0.981	0.981
Flow Entry, veh/h	111	621	685
Cap Entry, veh/h	710	1342	1247
V/C Ratio	0.156	0.463	0.550
Control Delay, s/veh	6.8	7.3	9.1
LOS	A	A	A
95th %tile Queue, veh	1	3	3

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	36	723	875
Demand Flow Rate, veh/h	36	738	893
Vehicles Circulating, veh/h	655	47	15
Vehicles Exiting, veh/h	130	861	676
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.6	9.1	11.0
Approach LOS	A	A	B

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	36	738	893
Cap Entry Lane, veh/h	707	1315	1359
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	36	723	875
Cap Entry, veh/h	707	1289	1332
V/C Ratio	0.051	0.561	0.657
Control Delay, s/veh	5.6	9.1	11.0
LOS	A	A	B
95th %tile Queue, veh	0	4	5

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	209	15	691	872
Demand Flow Rate, veh/h	214	15	704	889
Vehicles Circulating, veh/h	737	831	135	75
Vehicles Exiting, veh/h	227	8	816	771
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.1	6.4	9.3	8.1
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.997	0.003	0.829	0.171
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	214	15	702	2	737	152
Cap Entry Lane, veh/h	651	591	1256	1256	1326	1326
Entry HV Adj Factor	0.977	1.000	0.981	1.000	0.981	0.980
Flow Entry, veh/h	209	15	689	2	723	149
Cap Entry, veh/h	636	591	1232	1256	1301	1300
V/C Ratio	0.329	0.025	0.559	0.002	0.556	0.115
Control Delay, s/veh	10.1	6.4	9.4	2.9	8.9	3.7
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	198	4	727	912
Demand Flow Rate, veh/h	202	4	742	930
Vehicles Circulating, veh/h	817	876	136	54
Vehicles Exiting, veh/h	167	2	883	826
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.9	6.5	10.0	9.0
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.999	0.001	0.876	0.124
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	202	4	741	1	815	115
Cap Entry Lane, veh/h	600	565	1255	1255	1352	1352
Entry HV Adj Factor	0.980	0.995	0.980	1.000	0.980	0.983
Flow Entry, veh/h	198	4	726	1	799	113
Cap Entry, veh/h	588	562	1230	1255	1326	1328
V/C Ratio	0.337	0.007	0.591	0.001	0.603	0.085
Control Delay, s/veh	10.9	6.5	10.0	2.9	9.8	3.4
LOS	B	A	B	A	A	A
95th %tile Queue, veh	1	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	189	772	904
Demand Flow Rate, veh/h	192	788	922
Vehicles Circulating, veh/h	450	178	46
Vehicles Exiting, veh/h	46	450	920
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.2	10.4	6.0
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.058	0.942	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	14	4.544	4.544	4.976	472
Entry Flow, veh/h	178	872	46	742	450	1317
Cap Entry Lane, veh/h	872	0.980	1208	1208	1317	0.980
Entry HV Adj Factor	0.983	14	0.978	0.980	0.980	463
Flow Entry, veh/h	175	855	45	727	441	1291
Cap Entry, veh/h	857	0.016	1181	1184	1291	0.359
V/C Ratio	0.204	4.4	0.038	0.614	0.342	6.1
Control Delay, s/veh	6.3	A	3.4	10.8	5.9	A
LOS	A	0	A	B	A	2
95th %tile Queue, veh	1		0	4	2	

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	288	689	1042
Demand Flow Rate, veh/h	294	703	1063
Vehicles Circulating, veh/h	614	210	78
Vehicles Exiting, veh/h	78	614	835
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.7	8.7	7.2
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.111	0.889	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	84	4.544	4.544	4.976	449
Entry Flow, veh/h	210	738	78	625	614	1274
Cap Entry Lane, veh/h	738	0.980	1173	1173	1274	0.980
Entry HV Adj Factor	0.981	82	0.974	0.980	0.980	440
Flow Entry, veh/h	206	723	76	613	602	1249
Cap Entry, veh/h	724	0.113	1143	1150	1249	0.352
V/C Ratio	0.285	6.2	0.066	0.533	0.482	6.2
Control Delay, s/veh	8.4	A	3.7	9.3	7.9	A
LOS	A	0	A	A	A	2
95th %tile Queue, veh	1		0	3	3	

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	41	752	834
Demand Flow Rate, veh/h	42	768	850
Vehicles Circulating, veh/h	741	15	16
Vehicles Exiting, veh/h	42	851	766
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.4	9.0	10.2
Approach LOS	A	A	B

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	42	768	850
Cap Entry Lane, veh/h	648	1359	1358
Entry HV Adj Factor	0.976	0.980	0.981
Flow Entry, veh/h	41	752	834
Cap Entry, veh/h	633	1331	1331
V/C Ratio	0.065	0.565	0.626
Control Delay, s/veh	6.4	9.0	10.2
LOS	A	A	B
95th %tile Queue, veh	0	4	5

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	40	815	959
Demand Flow Rate, veh/h	40	831	978
Vehicles Circulating, veh/h	815	22	17
Vehicles Exiting, veh/h	38	973	838
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.7	10.1	13.0
Approach LOS	A	B	B

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	40	831	978
Cap Entry Lane, veh/h	601	1349	1356
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	40	815	959
Cap Entry, veh/h	601	1323	1330
V/C Ratio	0.067	0.616	0.721
Control Delay, s/veh	6.7	10.1	13.0
LOS	A	B	B
95th %tile Queue, veh	0	4	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	76	32	602	7	8	663
Future Volume (veh/h)	76	32	602	7	8	663
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	78	33	614	7	8	677
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	146	130	926	785	453	926
Arrive On Green	0.08	0.08	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	1585	1870	1585	803	1870
Grp Volume(v), veh/h	78	33	614	7	8	677
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	803	1870
Q Serve(g_s), s	1.2	0.6	7.0	0.1	0.2	8.1
Cycle Q Clear(g_c), s	1.2	0.6	7.0	0.1	7.2	8.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	146	130	926	785	453	926
V/C Ratio(X)	0.53	0.25	0.66	0.01	0.02	0.73
Avail Cap(c_a), veh/h	1004	893	1779	1507	819	1779
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	12.5	12.2	5.4	3.6	8.1	5.7
Incr Delay (d2), s/veh	3.0	1.0	0.8	0.0	0.0	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	0.4	0.2	0.6	0.0	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.5	13.2	6.2	3.6	8.1	6.8
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	111		621			685
Approach Delay, s/veh	14.8		6.2			6.8
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		20.1				20.1	8.3
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		27.0				27.0	16.0
Max Q Clear Time (g_c+I1), s		9.0				10.1	3.2
Green Ext Time (p_c), s		3.5				3.9	0.2

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	21	642	81	46	829
Future Volume (veh/h)	15	21	642	81	46	829
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	15	21	642	81	46	829
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	61	54	1090	924	496	1090
Arrive On Green	0.03	0.03	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1781	1585	1870	1585	730	1870
Grp Volume(v), veh/h	15	21	642	81	46	829
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	730	1870
Q Serve(g_s), s	0.3	0.4	6.8	0.7	1.3	10.4
Cycle Q Clear(g_c), s	0.3	0.4	6.8	0.7	8.2	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	61	54	1090	924	496	1090
V/C Ratio(X)	0.25	0.39	0.59	0.09	0.09	0.76
Avail Cap(c_a), veh/h	910	809	1910	1619	816	1910
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	14.7	14.8	4.2	2.9	6.8	4.9
Incr Delay (d2), s/veh	2.1	4.4	0.5	0.0	0.1	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	0.1	0.2	0.2	0.0	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	19.2	4.7	2.9	6.8	6.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	36		723			875
Approach Delay, s/veh	18.2		4.5			6.1
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		24.3				24.3	7.1
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		8.8				12.4	2.4
Green Ext Time (p_c), s		4.3				5.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	0	73	0	0	13	65	541	2	5	631	131
Future Volume (veh/h)	111	0	73	0	0	13	65	541	2	5	631	131
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	126	0	83	0	0	15	74	615	2	6	717	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	349	0	223	163	0	223	297	1094	4	472	882	183
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1398	0	1585	1315	0	1585	639	1863	6	806	1502	312
Grp Volume(v), veh/h	126	0	83	0	0	15	74	0	617	6	0	866
Grp Sat Flow(s),veh/h/ln	1398	0	1585	1315	0	1585	639	0	1869	806	0	1814
Q Serve(g_s), s	3.8	0.0	2.1	0.0	0.0	0.4	4.6	0.0	9.0	0.2	0.0	16.6
Cycle Q Clear(g_c), s	4.2	0.0	2.1	0.0	0.0	0.4	21.2	0.0	9.0	9.2	0.0	16.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	349	0	223	163	0	223	297	0	1098	472	0	1065
V/C Ratio(X)	0.36	0.00	0.37	0.00	0.00	0.07	0.25	0.00	0.56	0.01	0.00	0.81
Avail Cap(c_a), veh/h	658	0	574	454	0	574	385	0	1355	583	0	1315
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.2	0.0	17.2	0.0	0.0	16.4	15.6	0.0	5.6	8.4	0.0	7.2
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.0	0.0	0.1	0.4	0.0	0.5	0.0	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.0	0.0	0.1	0.5	0.0	1.1	0.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	18.2	0.0	0.0	16.6	16.0	0.0	6.1	8.5	0.0	10.5
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	A	B
Approach Vol, veh/h		209			15			691			872	
Approach Delay, s/veh		18.6			16.6			7.1			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.9		12.2		31.9		12.2
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0
Max Q Clear Time (g_c+I1), s		23.2		6.2		18.6		2.4
Green Ext Time (p_c), s		2.7		0.5		4.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	0	63	2	1	1	48	649	1	1	766	108
Future Volume (veh/h)	127	0	63	2	1	1	48	649	1	1	766	108
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	132	0	66	2	1	1	50	676	1	1	798	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	0	212	293	115	115	279	1103	2	439	948	133
Arrive On Green	0.13	0.00	0.13	0.13	0.13	0.13	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1415	0	1585	1335	858	858	613	1867	3	762	1605	225
Grp Volume(v), veh/h	132	0	66	2	0	2	50	0	677	1	0	910
Grp Sat Flow(s),veh/h/ln	1415	0	1585	1335	0	1716	613	0	1870	762	0	1830
Q Serve(g_s), s	3.9	0.0	1.6	0.1	0.0	0.0	3.1	0.0	10.1	0.0	0.0	17.6
Cycle Q Clear(g_c), s	3.9	0.0	1.6	1.7	0.0	0.0	20.8	0.0	10.1	10.2	0.0	17.6
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	353	0	212	293	0	229	279	0	1105	439	0	1081
V/C Ratio(X)	0.37	0.00	0.31	0.01	0.00	0.01	0.18	0.00	0.61	0.00	0.00	0.84
Avail Cap(c_a), veh/h	683	0	582	605	0	630	367	0	1373	548	0	1344
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	18.1	0.0	17.1	17.8	0.0	16.4	15.7	0.0	5.7	9.0	0.0	7.3
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.5	0.0	0.0	0.0	0.3	0.0	1.2	0.0	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	0.0	17.9	17.8	0.0	16.4	16.0	0.0	6.3	9.0	0.0	11.4
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	B
Approach Vol, veh/h		198			4			727			911	
Approach Delay, s/veh		18.5			17.1			6.9			11.4	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.8		11.8		31.8		11.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0
Max Q Clear Time (g_c+I1), s		22.8		5.9		19.6		3.7
Green Ext Time (p_c), s		3.0		0.4		4.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.4
HCM 6th LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	145	12	37	603	366	384
Future Volume (veh/h)	145	12	37	603	366	384
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	175	0	45	727	441	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	234		556	957	957	
Arrive On Green	0.13	0.00	0.51	0.51	0.51	0.00
Sat Flow, veh/h	1781	1585	948	1870	1870	1585
Grp Volume(v), veh/h	175	0	45	727	441	0
Grp Sat Flow(s),veh/h/ln	1781	1585	948	1870	1870	1585
Q Serve(g_s), s	3.2	0.0	1.1	10.4	5.1	0.0
Cycle Q Clear(g_c), s	3.2	0.0	6.1	10.4	5.1	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	234		556	957	957	
V/C Ratio(X)	0.75		0.08	0.76	0.46	
Avail Cap(c_a), veh/h	847		973	1780	1780	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.1	0.0	7.2	6.6	5.2	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.1	1.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.1	1.5	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.8	0.0	7.3	7.8	5.6	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	175	A		772	441	A
Approach Delay, s/veh	18.8			7.8	5.6	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.2		10.4		23.2
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		12.4		5.2		7.1
Green Ext Time (p_c), s		4.8		0.3		2.5

Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	76	71	570	560	409
Future Volume (veh/h)	192	76	71	570	560	409
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	206	0	76	613	602	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	275		418	924	924	
Arrive On Green	0.15	0.00	0.49	0.49	0.49	0.00
Sat Flow, veh/h	1781	1585	817	1870	1870	1585
Grp Volume(v), veh/h	206	0	76	613	602	0
Grp Sat Flow(s),veh/h/ln	1781	1585	817	1870	1870	1585
Q Serve(g_s), s	3.8	0.0	2.6	8.4	8.2	0.0
Cycle Q Clear(g_c), s	3.8	0.0	10.8	8.4	8.2	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	275		418	924	924	
V/C Ratio(X)	0.75		0.18	0.66	0.65	
Avail Cap(c_a), veh/h	835		780	1753	1753	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	0.0	10.5	6.5	6.4	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.2	0.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.3	1.3	1.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	0.0	10.7	7.3	7.2	0.0
LnGrp LOS	B		B	A	A	
Approach Vol, veh/h	206	A		689	602	A
Approach Delay, s/veh	17.8			7.7	7.2	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		22.9		11.3		22.9
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		12.8		5.8		10.2
Green Ext Time (p_c), s		4.1		0.4		3.6
Intersection Summary						
HCM 6th Ctrl Delay			8.9			
HCM 6th LOS			A			

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	22	639	23	13	721
Future Volume (veh/h)	14	22	639	23	13	721
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	16	25	726	26	15	819
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	68	61	1074	910	449	1074
Arrive On Green	0.04	0.04	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1781	1585	1870	1585	711	1870
Grp Volume(v), veh/h	16	25	726	26	15	819
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	711	1870
Q Serve(g_s), s	0.3	0.5	8.4	0.2	0.5	10.3
Cycle Q Clear(g_c), s	0.3	0.5	8.4	0.2	8.8	10.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	68	61	1074	910	449	1074
V/C Ratio(X)	0.23	0.41	0.68	0.03	0.03	0.76
Avail Cap(c_a), veh/h	920	818	1931	1637	774	1931
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	14.5	14.6	4.6	2.9	7.7	5.0
Incr Delay (d2), s/veh	1.7	4.4	0.8	0.0	0.0	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	0.1	0.2	0.3	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.2	18.9	5.3	2.9	7.7	6.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	41		752			834
Approach Delay, s/veh	17.9		5.3			6.2
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		23.8				23.8	7.2
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		10.4				12.3	2.5
Green Ext Time (p_c), s		4.8				5.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	21	719	14	20	843
Future Volume (veh/h)	15	21	719	14	20	843
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	23	799	16	22	937
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	66	58	1159	982	431	1159
Arrive On Green	0.04	0.04	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1781	1585	1870	1585	670	1870
Grp Volume(v), veh/h	17	23	799	16	22	937
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	670	1870
Q Serve(g_s), s	0.3	0.5	9.9	0.1	0.8	13.3
Cycle Q Clear(g_c), s	0.3	0.5	9.9	0.1	10.7	13.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	66	58	1159	982	431	1159
V/C Ratio(X)	0.26	0.39	0.69	0.02	0.05	0.81
Avail Cap(c_a), veh/h	816	726	1713	1452	630	1713
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	16.4	16.4	4.4	2.6	8.0	5.1
Incr Delay (d2), s/veh	2.1	4.3	0.7	0.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	0.0	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	20.7	5.2	2.6	8.0	6.9
LnGrp LOS	B	C	A	A	A	A
Approach Vol, veh/h	40		815			959
Approach Delay, s/veh	19.7		5.1			6.9
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		27.7				27.7	7.3
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		11.9				15.3	2.5
Green Ext Time (p_c), s		5.3				6.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	115	641	705
Demand Flow Rate, veh/h	118	654	719
Vehicles Circulating, veh/h	646	9	83
Vehicles Exiting, veh/h	17	793	681
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.5	9.5
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	118	654	719
Cap Entry Lane, veh/h	714	1367	1268
Entry HV Adj Factor	0.975	0.981	0.981
Flow Entry, veh/h	115	641	705
Cap Entry, veh/h	696	1341	1243
V/C Ratio	0.165	0.478	0.567
Control Delay, s/veh	7.0	7.5	9.5
LOS	A	A	A
95th %tile Queue, veh	1	3	4

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	37	743	900
Demand Flow Rate, veh/h	37	758	918
Vehicles Circulating, veh/h	673	48	15
Vehicles Exiting, veh/h	133	885	695
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.7	9.4	11.5
Approach LOS	A	A	B

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	37	758	918
Cap Entry Lane, veh/h	695	1314	1359
Entry HV Adj Factor	1.000	0.980	0.980
Flow Entry, veh/h	37	743	900
Cap Entry, veh/h	695	1288	1332
V/C Ratio	0.053	0.577	0.676
Control Delay, s/veh	5.7	9.4	11.5
LOS	A	A	B
95th %tile Queue, veh	0	4	6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	215	15	711	897
Demand Flow Rate, veh/h	220	15	726	915
Vehicles Circulating, veh/h	759	857	139	78
Vehicles Exiting, veh/h	234	8	840	794
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.5	6.5	9.8	8.4
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.997	0.003	0.830	0.170
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	220	15	724	2	759	156
Cap Entry Lane, veh/h	636	576	1251	1251	1323	1323
Entry HV Adj Factor	0.977	1.000	0.980	1.000	0.981	0.981
Flow Entry, veh/h	215	15	709	2	744	153
Cap Entry, veh/h	622	576	1226	1251	1297	1297
V/C Ratio	0.346	0.026	0.579	0.002	0.574	0.118
Control Delay, s/veh	10.5	6.5	9.8	2.9	9.3	3.7
LOS	B	A	A	A	A	A
95th %tile Queue, veh	2	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	203	4	748	939
Demand Flow Rate, veh/h	207	4	763	957
Vehicles Circulating, veh/h	841	900	139	56
Vehicles Exiting, veh/h	172	2	909	848
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.4	6.6	10.4	9.4
Approach LOS	B	A	B	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.999	0.001	0.877	0.123
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	207	4	762	1	839	118
Cap Entry Lane, veh/h	585	551	1251	1251	1350	1350
Entry HV Adj Factor	0.981	0.995	0.980	1.000	0.980	0.983
Flow Entry, veh/h	203	4	747	1	823	116
Cap Entry, veh/h	574	548	1227	1251	1323	1327
V/C Ratio	0.354	0.007	0.609	0.001	0.622	0.087
Control Delay, s/veh	11.4	6.6	10.4	2.9	10.2	3.4
LOS	B	A	B	A	B	A
95th %tile Queue, veh	2	0	4	0	5	0

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	192	789	928
Demand Flow Rate, veh/h	196	805	946
Vehicles Circulating, veh/h	462	182	47
Vehicles Exiting, veh/h	47	462	940
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	10.8	6.2
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.058	0.942	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	14	4.544	4.544	4.976	484
Entry Flow, veh/h	182	861	47	758	462	1315
Cap Entry Lane, veh/h	861	0.980	1203	1203	1315	0.980
Entry HV Adj Factor	0.978	14	0.979	0.980	0.980	475
Flow Entry, veh/h	178	844	46	743	453	1289
Cap Entry, veh/h	842	0.017	1178	1180	1289	0.368
V/C Ratio	0.211	4.4	0.039	0.630	0.351	6.3
Control Delay, s/veh	6.5	A	3.4	11.2	6.1	A
LOS	A	0	A	B	A	2
95th %tile Queue, veh	1		0	5	2	

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	297	708	1069
Demand Flow Rate, veh/h	303	723	1090
Vehicles Circulating, veh/h	630	216	80
Vehicles Exiting, veh/h	80	630	859
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.0	9.0	7.4
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.111	0.889	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	87	4.544	4.544	4.976	460
Entry Flow, veh/h	216	726	80	643	630	1272
Cap Entry Lane, veh/h	726	0.980	1167	1167	1272	0.980
Entry HV Adj Factor	0.981	85	0.975	0.980	0.980	451
Flow Entry, veh/h	212	712	78	630	618	1247
Cap Entry, veh/h	712	0.119	1137	1144	1247	0.362
V/C Ratio	0.298	6.3	0.069	0.551	0.495	6.3
Control Delay, s/veh	8.7	A	3.7	9.7	8.2	A
LOS	A	0	A	A	A	2
95th %tile Queue, veh	1		0	3	3	

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	42	775	858
Demand Flow Rate, veh/h	43	791	875
Vehicles Circulating, veh/h	763	15	16
Vehicles Exiting, veh/h	43	876	790
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.6	9.3	10.7
Approach LOS	A	A	B

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	43	791	875
Cap Entry Lane, veh/h	634	1359	1358
Entry HV Adj Factor	0.977	0.980	0.981
Flow Entry, veh/h	42	775	858
Cap Entry, veh/h	619	1331	1331
V/C Ratio	0.068	0.582	0.645
Control Delay, s/veh	6.6	9.3	10.7
LOS	A	A	B
95th %tile Queue, veh	0	4	5

Intersection	
Intersection Delay, s/veh	12.1
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	41	838	986
Demand Flow Rate, veh/h	41	854	1005
Vehicles Circulating, veh/h	838	22	17
Vehicles Exiting, veh/h	38	1000	862
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	10.5	13.7
Approach LOS	A	B	B

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	41	854	1005
Cap Entry Lane, veh/h	587	1349	1356
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	41	838	986
Cap Entry, veh/h	587	1323	1330
V/C Ratio	0.070	0.633	0.741
Control Delay, s/veh	6.9	10.5	13.7
LOS	A	B	B
95th %tile Queue, veh	0	5	7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	79	33	620	8	9	682
Future Volume (veh/h)	79	33	620	8	9	682
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	81	34	633	8	9	696
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	148	131	953	808	449	953
Arrive On Green	0.08	0.08	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1585	1870	1585	788	1870
Grp Volume(v), veh/h	81	34	633	8	9	696
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	788	1870
Q Serve(g_s), s	1.3	0.6	7.4	0.1	0.3	8.6
Cycle Q Clear(g_c), s	1.3	0.6	7.4	0.1	7.6	8.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	148	131	953	808	449	953
V/C Ratio(X)	0.55	0.26	0.66	0.01	0.02	0.73
Avail Cap(c_a), veh/h	968	861	2032	1722	903	2032
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	13.0	12.7	5.4	3.6	8.2	5.6
Incr Delay (d2), s/veh	3.2	1.0	0.8	0.0	0.0	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	0.5	0.2	0.6	0.0	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	13.7	6.2	3.6	8.2	6.7
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	115		641			705
Approach Delay, s/veh	15.4		6.1			6.7
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		21.0				21.0	8.4
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		9.4				10.6	3.3
Green Ext Time (p_c), s		3.9				4.5	0.2

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	22	660	83	47	853
Future Volume (veh/h)	15	22	660	83	47	853
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	15	22	660	83	47	853
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	62	55	1107	938	489	1107
Arrive On Green	0.04	0.04	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1781	1585	1870	1585	717	1870
Grp Volume(v), veh/h	15	22	660	83	47	853
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	717	1870
Q Serve(g_s), s	0.3	0.4	7.2	0.7	1.4	11.0
Cycle Q Clear(g_c), s	0.3	0.4	7.2	0.7	8.6	11.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	62	55	1107	938	489	1107
V/C Ratio(X)	0.24	0.40	0.60	0.09	0.10	0.77
Avail Cap(c_a), veh/h	886	789	1861	1577	778	1861
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	15.1	15.2	4.1	2.8	6.8	4.9
Incr Delay (d2), s/veh	2.0	4.5	0.5	0.0	0.1	1.2
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	0.2	0.3	0.0	0.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	19.7	4.7	2.9	6.9	6.1
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	37		743			900
Approach Delay, s/veh	18.6		4.5			6.1
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		25.0				25.0	7.1
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		9.2				13.0	2.4
Green Ext Time (p_c), s		4.4				6.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay		5.7	
HCM 6th LOS		A	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	0	75	0	0	13	67	557	2	5	649	135
Future Volume (veh/h)	114	0	75	0	0	13	67	557	2	5	649	135
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	130	0	85	0	0	15	76	633	2	6	738	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	0	227	156	0	227	285	1111	4	464	896	186
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1398	0	1585	1313	0	1585	624	1863	6	793	1503	312
Grp Volume(v), veh/h	130	0	85	0	0	15	76	0	635	6	0	891
Grp Sat Flow(s),veh/h/ln	1398	0	1585	1313	0	1585	624	0	1869	793	0	1814
Q Serve(g_s), s	4.1	0.0	2.2	0.0	0.0	0.4	5.1	0.0	9.6	0.2	0.0	17.9
Cycle Q Clear(g_c), s	4.5	0.0	2.2	0.0	0.0	0.4	23.0	0.0	9.6	9.8	0.0	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	345	0	227	156	0	227	285	0	1114	464	0	1081
V/C Ratio(X)	0.38	0.00	0.37	0.00	0.00	0.07	0.27	0.00	0.57	0.01	0.00	0.82
Avail Cap(c_a), veh/h	631	0	551	425	0	551	347	0	1300	543	0	1261
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	17.9	0.0	0.0	17.1	16.5	0.0	5.7	8.7	0.0	7.4
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.0	0.0	0.1	0.5	0.0	0.5	0.0	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	1.1	0.0	0.7	0.0	0.0	0.1	0.6	0.0	1.2	0.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	18.9	0.0	0.0	17.2	17.0	0.0	6.1	8.7	0.0	11.4
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	A	B
Approach Vol, veh/h		215			15			711			897	
Approach Delay, s/veh		19.3			17.2			7.3			11.4	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.4		12.6		33.4		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0				
Max Q Clear Time (g_c+I1), s		25.0		6.5		19.9		2.4				
Green Ext Time (p_c), s		2.4		0.5		4.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	65	2	1	1	50	667	1	1	789	111
Future Volume (veh/h)	130	0	65	2	1	1	50	667	1	1	789	111
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	135	0	68	2	1	1	52	695	1	1	822	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	0	214	282	116	116	271	1136	2	436	976	138
Arrive On Green	0.13	0.00	0.13	0.13	0.13	0.13	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1415	0	1585	1333	858	858	597	1867	3	749	1603	226
Grp Volume(v), veh/h	135	0	68	2	0	2	52	0	696	1	0	938
Grp Sat Flow(s),veh/h/ln	1415	0	1585	1333	0	1716	597	0	1870	749	0	1830
Q Serve(g_s), s	4.3	0.0	1.8	0.1	0.0	0.0	3.6	0.0	10.9	0.0	0.0	19.3
Cycle Q Clear(g_c), s	4.3	0.0	1.8	1.9	0.0	0.0	22.8	0.0	10.9	10.9	0.0	19.3
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	343	0	214	282	0	231	271	0	1138	436	0	1114
V/C Ratio(X)	0.39	0.00	0.32	0.01	0.00	0.01	0.19	0.00	0.61	0.00	0.00	0.84
Avail Cap(c_a), veh/h	636	0	542	558	0	587	380	0	1479	572	0	1447
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	19.4	0.0	18.3	19.1	0.0	17.5	16.5	0.0	5.7	9.1	0.0	7.4
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.5	0.0	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	1.2	0.0	0.6	0.0	0.0	0.0	0.4	0.0	1.4	0.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.1	0.0	19.1	19.1	0.0	17.5	16.9	0.0	6.2	9.1	0.0	11.0
LnGrp LOS	C	A	B	B	A	B	B	A	A	A	A	B
Approach Vol, veh/h		203			4			748			939	
Approach Delay, s/veh		19.8			18.3			7.0			11.0	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.5		12.3		34.5		12.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		16.0		37.0		16.0				
Max Q Clear Time (g_c+I1), s		24.8		6.3		21.3		3.9				
Green Ext Time (p_c), s		3.6		0.4		5.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	148	12	38	617	376	394
Future Volume (veh/h)	148	12	38	617	376	394
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	178	0	46	743	453	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	238		550	968	968	
Arrive On Green	0.13	0.00	0.52	0.52	0.52	0.00
Sat Flow, veh/h	1781	1585	938	1870	1870	1585
Grp Volume(v), veh/h	178	0	46	743	453	0
Grp Sat Flow(s),veh/h/ln	1781	1585	938	1870	1870	1585
Q Serve(g_s), s	3.3	0.0	1.1	10.9	5.3	0.0
Cycle Q Clear(g_c), s	3.3	0.0	6.4	10.9	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	238		550	968	968	
V/C Ratio(X)	0.75		0.08	0.77	0.47	
Avail Cap(c_a), veh/h	828		937	1739	1739	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.3	0.0	7.3	6.6	5.3	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.1	1.3	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	1.2	0.0	0.1	1.7	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.0	0.0	7.4	8.0	5.6	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	178	A		789	453	A
Approach Delay, s/veh	19.0			7.9	5.6	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.8		10.6		23.8
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		12.9		5.3		7.3
Green Ext Time (p_c), s		4.9		0.3		2.6

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	197	79	73	586	575	419
Future Volume (veh/h)	197	79	73	586	575	419
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	212	0	78	630	618	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	283		405	924	924	
Arrive On Green	0.16	0.00	0.49	0.49	0.49	0.00
Sat Flow, veh/h	1781	1585	805	1870	1870	1585
Grp Volume(v), veh/h	212	0	78	630	618	0
Grp Sat Flow(s),veh/h/ln	1781	1585	805	1870	1870	1585
Q Serve(g_s), s	3.9	0.0	2.8	8.9	8.6	0.0
Cycle Q Clear(g_c), s	3.9	0.0	11.4	8.9	8.6	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	283		405	924	924	
V/C Ratio(X)	0.75		0.19	0.68	0.67	
Avail Cap(c_a), veh/h	825		636	1461	1461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.9	0.0	10.9	6.7	6.6	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.2	0.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.3	1.4	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.8	0.0	11.2	7.6	7.5	0.0
LnGrp LOS	B		B	A	A	
Approach Vol, veh/h	212	A		708	618	A
Approach Delay, s/veh	17.8			8.0	7.5	
Approach LOS	B			A	A	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.1		11.5		23.1
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		27.0		16.0		27.0
Max Q Clear Time (g_c+I1), s		13.4		5.9		10.6
Green Ext Time (p_c), s		3.6		0.4		3.4

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	23	658	24	13	742
Future Volume (veh/h)	14	23	658	24	13	742
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	16	26	748	27	15	843
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	69	62	1092	925	439	1092
Arrive On Green	0.04	0.04	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1781	1585	1870	1585	696	1870
Grp Volume(v), veh/h	16	26	748	27	15	843
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	696	1870
Q Serve(g_s), s	0.3	0.5	8.8	0.2	0.5	10.9
Cycle Q Clear(g_c), s	0.3	0.5	8.8	0.2	9.3	10.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	69	62	1092	925	439	1092
V/C Ratio(X)	0.23	0.42	0.69	0.03	0.03	0.77
Avail Cap(c_a), veh/h	896	797	1882	1595	733	1882
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	14.8	14.9	4.6	2.8	7.8	5.0
Incr Delay (d2), s/veh	1.7	4.5	0.8	0.0	0.0	1.2
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	0.2	0.4	0.0	0.0	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.5	19.4	5.4	2.8	7.9	6.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	42		775			858
Approach Delay, s/veh	18.3		5.3			6.2
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		24.6				24.6	7.2
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		10.8				12.9	2.5
Green Ext Time (p_c), s		4.9				5.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	15	22	740	14	20	868
Future Volume (veh/h)	15	22	740	14	20	868
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	24	822	16	22	964
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	66	59	1193	1011	427	1193
Arrive On Green	0.04	0.04	0.64	0.64	0.64	0.64
Sat Flow, veh/h	1781	1585	1870	1585	656	1870
Grp Volume(v), veh/h	17	24	822	16	22	964
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	656	1870
Q Serve(g_s), s	0.3	0.5	10.5	0.1	0.8	14.2
Cycle Q Clear(g_c), s	0.3	0.5	10.5	0.1	11.3	14.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	66	59	1193	1011	427	1193
V/C Ratio(X)	0.26	0.41	0.69	0.02	0.05	0.81
Avail Cap(c_a), veh/h	772	687	1874	1589	666	1874
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	17.3	17.4	4.3	2.4	8.0	5.0
Incr Delay (d2), s/veh	2.0	4.5	0.7	0.0	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	0.0	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	21.8	5.0	2.5	8.0	6.5
LnGrp LOS	B	C	A	A	A	A
Approach Vol, veh/h	41		838			986
Approach Delay, s/veh	20.8		5.0			6.5
Approach LOS	C		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		29.5				29.5	7.4
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		37.0				37.0	16.0
Max Q Clear Time (g_c+I1), s		12.5				16.2	2.5
Green Ext Time (p_c), s		5.9				7.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	151	734	710
Demand Flow Rate, veh/h	154	748	725
Vehicles Circulating, veh/h	626	34	113
Vehicles Exiting, veh/h	156	804	667
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.4	9.0	10.1
Approach LOS	A	A	B

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	154	748	725
Cap Entry Lane, veh/h	729	1333	1230
Entry HV Adj Factor	0.981	0.981	0.980
Flow Entry, veh/h	151	734	710
Cap Entry, veh/h	715	1307	1205
V/C Ratio	0.211	0.561	0.590
Control Delay, s/veh	7.4	9.0	10.1
LOS	A	A	B
95th %tile Queue, veh	1	4	4

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	166	802	1008
Demand Flow Rate, veh/h	170	818	1028
Vehicles Circulating, veh/h	695	55	144
Vehicles Exiting, veh/h	178	1117	720
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.5	10.6	22.9
Approach LOS	A	B	C

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	170	818	1028
Cap Entry Lane, veh/h	679	1305	1191
Entry HV Adj Factor	0.976	0.981	0.980
Flow Entry, veh/h	166	802	1008
Cap Entry, veh/h	663	1280	1168
V/C Ratio	0.250	0.627	0.863
Control Delay, s/veh	8.5	10.6	22.9
LOS	A	B	C
95th %tile Queue, veh	1	5	12

Intersection	
Intersection Delay, s/veh	9.0
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	209	15	699	899
Demand Flow Rate, veh/h	214	15	712	917
Vehicles Circulating, veh/h	765	839	135	75
Vehicles Exiting, veh/h	227	8	844	779
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.5	6.4	9.5	8.4
Approach LOS	B	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.997	0.003	0.834	0.166
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	214	15	710	2	765	152
Cap Entry Lane, veh/h	632	586	1256	1256	1326	1326
Entry HV Adj Factor	0.977	1.000	0.981	1.000	0.981	0.980
Flow Entry, veh/h	209	15	697	2	750	149
Cap Entry, veh/h	618	586	1232	1256	1301	1300
V/C Ratio	0.338	0.026	0.565	0.002	0.577	0.115
Control Delay, s/veh	10.5	6.4	9.5	2.9	9.4	3.7
LOS	B	A	A	A	A	A
95th %tile Queue, veh	1	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	198	4	731	920
Demand Flow Rate, veh/h	202	4	746	938
Vehicles Circulating, veh/h	825	880	136	54
Vehicles Exiting, veh/h	167	2	891	830
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.0	6.5	10.1	9.1
Approach LOS	B	A	B	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.999	0.001	0.877	0.123
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	202	4	745	1	823	115
Cap Entry Lane, veh/h	595	562	1255	1255	1352	1352
Entry HV Adj Factor	0.980	0.995	0.980	1.000	0.980	0.983
Flow Entry, veh/h	198	4	730	1	807	113
Cap Entry, veh/h	583	560	1230	1255	1326	1328
V/C Ratio	0.340	0.007	0.594	0.001	0.609	0.085
Control Delay, s/veh	11.0	6.5	10.1	2.9	9.9	3.4
LOS	B	A	B	A	A	A
95th %tile Queue, veh	1	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	218	876	943
Demand Flow Rate, veh/h	222	894	962
Vehicles Circulating, veh/h	464	208	46
Vehicles Exiting, veh/h	46	464	1056
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.7	13.8	6.2
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.051	0.949	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	14	4.544	4.544	4.976	498
Entry Flow, veh/h	208	860	46	848	464	1317
Cap Entry Lane, veh/h	860	0.980	1175	1175	1317	0.980
Entry HV Adj Factor	0.981	14	0.978	0.980	0.980	488
Flow Entry, veh/h	204	843	45	831	455	1291
Cap Entry, veh/h	843	0.017	1150	1152	1291	0.378
V/C Ratio	0.242	4.4	0.039	0.722	0.352	6.4
Control Delay, s/veh	6.8	A	3.5	14.4	6.1	A
LOS	A	0	A	B	A	2
95th %tile Queue, veh	1		0	7	2	

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	297	723	1178
Demand Flow Rate, veh/h	303	738	1201
Vehicles Circulating, veh/h	683	219	78
Vehicles Exiting, veh/h	78	683	879
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.6	9.4	8.0
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.106	0.894	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	84	4.544	4.544	4.976	518
Entry Flow, veh/h	219	688	78	660	683	1274
Cap Entry Lane, veh/h	688	0.980	1163	1163	1274	0.980
Entry HV Adj Factor	0.982	82	0.974	0.980	0.980	508
Flow Entry, veh/h	215	674	76	647	670	1249
Cap Entry, veh/h	675	0.122	1134	1141	1249	0.407
V/C Ratio	0.319	6.7	0.067	0.567	0.536	6.9
Control Delay, s/veh	9.4	A	3.7	10.0	8.8	A
LOS	A	0	A	B	A	2
95th %tile Queue, veh	1		0	4	3	

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	41	760	862
Demand Flow Rate, veh/h	42	776	879
Vehicles Circulating, veh/h	749	15	16
Vehicles Exiting, veh/h	42	880	774
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	9.1	10.8
Approach LOS	A	A	B

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	42	776	879
Cap Entry Lane, veh/h	643	1359	1358
Entry HV Adj Factor	0.976	0.980	0.981
Flow Entry, veh/h	41	760	862
Cap Entry, veh/h	628	1331	1331
V/C Ratio	0.065	0.571	0.648
Control Delay, s/veh	6.5	9.1	10.8
LOS	A	A	B
95th %tile Queue, veh	0	4	5

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	40	785	1125
Demand Flow Rate, veh/h	40	800	1147
Vehicles Circulating, veh/h	784	22	17
Vehicles Exiting, veh/h	38	1142	807
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	9.6	19.5
Approach LOS	A	A	C

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	40	800	1147
Cap Entry Lane, veh/h	620	1349	1356
Entry HV Adj Factor	1.000	0.981	0.981
Flow Entry, veh/h	40	785	1125
Cap Entry, veh/h	620	1323	1330
V/C Ratio	0.064	0.593	0.846
Control Delay, s/veh	6.5	9.6	19.5
LOS	A	A	C
95th %tile Queue, veh	0	4	11

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	109	39	602	118	32	663
Future Volume (veh/h)	109	39	602	118	32	663
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	111	40	614	120	33	677
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	174	154	937	794	427	937
Arrive On Green	0.10	0.10	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1781	1585	1870	1585	723	1870
Grp Volume(v), veh/h	111	40	614	120	33	677
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	723	1870
Q Serve(g_s), s	1.8	0.7	7.3	1.2	1.1	8.5
Cycle Q Clear(g_c), s	1.8	0.7	7.3	1.2	8.3	8.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	174	154	937	794	427	937
V/C Ratio(X)	0.64	0.26	0.66	0.15	0.08	0.72
Avail Cap(c_a), veh/h	954	849	2004	1699	839	2004
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	13.0	12.5	5.5	4.0	8.6	5.8
Incr Delay (d2), s/veh	3.9	0.9	0.8	0.1	0.1	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	0.6	0.2	0.7	0.1	0.1	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.9	13.4	6.3	4.1	8.7	6.9
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	151		734			710
Approach Delay, s/veh	15.9		6.0			7.0
Approach LOS	B		A			A

Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		21.0				21.0		8.9
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		32.0				32.0		16.0
Max Q Clear Time (g_c+I1), s		9.3				10.5		3.8
Green Ext Time (p_c), s		4.2				4.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.4
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	25	681	121	54	954
Future Volume (veh/h)	141	25	681	121	54	954
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	141	25	681	121	54	954
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	199	177	1142	968	430	1142
Arrive On Green	0.11	0.11	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1781	1585	1870	1585	678	1870
Grp Volume(v), veh/h	141	25	681	121	54	954
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	678	1870
Q Serve(g_s), s	3.3	0.6	9.6	1.4	2.3	17.5
Cycle Q Clear(g_c), s	3.3	0.6	9.6	1.4	11.9	17.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	199	177	1142	968	430	1142
V/C Ratio(X)	0.71	0.14	0.60	0.12	0.13	0.84
Avail Cap(c_a), veh/h	659	586	1600	1356	596	1600
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	18.5	17.3	5.2	3.5	8.8	6.7
Incr Delay (d2), s/veh	4.6	0.4	0.5	0.1	0.1	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.2	1.4	0.2	0.2	3.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.1	17.7	5.7	3.6	8.9	9.5
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	166		802			1008
Approach Delay, s/veh	22.3		5.3			9.5
Approach LOS	C		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		32.4				32.4	10.8
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		37.0				37.0	16.0
Max Q Clear Time (g_c+I1), s		11.6				19.5	5.3
Green Ext Time (p_c), s		4.9				6.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	8.9
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	0	73	0	0	13	65	548	2	5	655	131
Future Volume (veh/h)	111	0	73	0	0	13	65	548	2	5	655	131
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	126	0	83	0	0	15	74	623	2	6	744	149
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	0	222	158	0	222	286	1111	4	473	902	181
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1398	0	1585	1315	0	1585	623	1863	6	800	1513	303
Grp Volume(v), veh/h	126	0	83	0	0	15	74	0	625	6	0	893
Grp Sat Flow(s),veh/h/ln	1398	0	1585	1315	0	1585	623	0	1869	800	0	1816
Q Serve(g_s), s	3.9	0.0	2.2	0.0	0.0	0.4	4.9	0.0	9.2	0.2	0.0	17.8
Cycle Q Clear(g_c), s	4.3	0.0	2.2	0.0	0.0	0.4	22.7	0.0	9.2	9.4	0.0	17.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.17
Lane Grp Cap(c), veh/h	343	0	222	158	0	222	286	0	1114	473	0	1082
V/C Ratio(X)	0.37	0.00	0.37	0.00	0.00	0.07	0.26	0.00	0.56	0.01	0.00	0.83
Avail Cap(c_a), veh/h	639	0	557	436	0	557	353	0	1315	559	0	1277
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	17.7	0.0	0.0	17.0	16.3	0.0	5.6	8.4	0.0	7.3
Incr Delay (d2), s/veh	0.7	0.0	1.0	0.0	0.0	0.1	0.5	0.0	0.4	0.0	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.7	0.0	0.0	0.1	0.5	0.0	1.2	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.5	0.0	18.8	0.0	0.0	17.1	16.8	0.0	6.0	8.5	0.0	11.3
LnGrp LOS	B	A	B	A	A	B	B	A	A	A	A	B
Approach Vol, veh/h		209			15			699			899	
Approach Delay, s/veh		19.2			17.1			7.2			11.2	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.1		12.4		33.1		12.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0				
Max Q Clear Time (g_c+I1), s		24.7		6.3		19.8		2.4				
Green Ext Time (p_c), s		2.5		0.5		4.7		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.6									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	0	63	2	1	1	48	653	1	1	774	108
Future Volume (veh/h)	127	0	63	2	1	1	48	653	1	1	774	108
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	132	0	66	2	1	1	50	680	1	1	806	112
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	0	212	292	115	115	276	1108	2	438	954	133
Arrive On Green	0.13	0.00	0.13	0.13	0.13	0.13	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1415	0	1585	1335	858	858	609	1867	3	759	1607	223
Grp Volume(v), veh/h	132	0	66	2	0	2	50	0	681	1	0	918
Grp Sat Flow(s),veh/h/ln	1415	0	1585	1335	0	1716	609	0	1870	759	0	1830
Q Serve(g_s), s	3.9	0.0	1.7	0.1	0.0	0.0	3.2	0.0	10.2	0.0	0.0	18.0
Cycle Q Clear(g_c), s	4.0	0.0	1.7	1.7	0.0	0.0	21.2	0.0	10.2	10.3	0.0	18.0
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	351	0	212	292	0	229	276	0	1110	438	0	1086
V/C Ratio(X)	0.38	0.00	0.31	0.01	0.00	0.01	0.18	0.00	0.61	0.00	0.00	0.84
Avail Cap(c_a), veh/h	677	0	577	599	0	624	358	0	1361	540	0	1332
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	18.2	0.0	17.2	18.0	0.0	16.5	15.9	0.0	5.7	9.0	0.0	7.3
Incr Delay (d2), s/veh	0.7	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.5	0.0	0.0	0.0	0.3	0.0	1.2	0.0	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	18.1	18.0	0.0	16.5	16.2	0.0	6.3	9.0	0.0	11.6
LnGrp LOS	B	A	B	B	A	B	B	A	A	A	A	B
Approach Vol, veh/h		198			4			731			919	
Approach Delay, s/veh		18.6			17.3			6.9			11.6	
Approach LOS		B			B			A			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.1		11.9		32.1		11.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		16.0		32.0		16.0				
Max Q Clear Time (g_c+I1), s		23.2		6.0		20.0		3.7				
Green Ext Time (p_c), s		2.9		0.4		4.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	169	12	37	690	378	405
Future Volume (veh/h)	169	12	37	690	378	405
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	204	0	45	831	455	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	270		556	1020	1020	
Arrive On Green	0.15	0.00	0.55	0.55	0.55	0.00
Sat Flow, veh/h	1781	1585	936	1870	1870	1585
Grp Volume(v), veh/h	204	0	45	831	455	0
Grp Sat Flow(s),veh/h/ln	1781	1585	936	1870	1870	1585
Q Serve(g_s), s	4.3	0.0	1.2	14.4	5.8	0.0
Cycle Q Clear(g_c), s	4.3	0.0	7.0	14.4	5.8	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	270		556	1020	1020	
V/C Ratio(X)	0.76		0.08	0.81	0.45	
Avail Cap(c_a), veh/h	720		802	1512	1512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.1	0.0	7.5	7.4	5.4	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.1	2.2	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	1.6	0.0	0.2	2.8	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.4	0.0	7.6	9.6	5.7	0.0
LnGrp LOS	C		A	A	A	
Approach Vol, veh/h	204	A		876	455	A
Approach Delay, s/veh	20.4			9.5	5.7	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		27.6		12.0		27.6
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		16.4		6.3		7.8
Green Ext Time (p_c), s		5.2		0.4		2.6
Intersection Summary						
HCM 6th Ctrl Delay			9.8			
HCM 6th LOS			A			

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	200	76	71	602	623	472
Future Volume (veh/h)	200	76	71	602	623	472
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	215	0	76	647	670	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	286		379	953	953	
Arrive On Green	0.16	0.00	0.51	0.51	0.51	0.00
Sat Flow, veh/h	1781	1585	767	1870	1870	1585
Grp Volume(v), veh/h	215	0	76	647	670	0
Grp Sat Flow(s),veh/h/ln	1781	1585	767	1870	1870	1585
Q Serve(g_s), s	4.2	0.0	3.1	9.4	10.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	13.0	9.4	10.0	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	286		379	953	953	
V/C Ratio(X)	0.75		0.20	0.68	0.70	
Avail Cap(c_a), veh/h	783		557	1388	1388	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.6	0.0	11.8	6.7	6.8	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.3	0.9	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	1.5	0.0	0.4	1.6	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	0.0	12.0	7.5	7.8	0.0
LnGrp LOS	B		B	A	A	
Approach Vol, veh/h	215	A		723	670	A
Approach Delay, s/veh	18.6			8.0	7.8	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		24.5		11.8		24.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		27.0		16.0		27.0
Max Q Clear Time (g_c+I1), s		15.0		6.2		12.0
Green Ext Time (p_c), s		3.5		0.4		3.6
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			A			

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	22	646	23	13	745
Future Volume (veh/h)	14	22	646	23	13	745
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	16	25	734	26	15	847
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	68	61	1095	928	450	1095
Arrive On Green	0.04	0.04	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1781	1585	1870	1585	706	1870
Grp Volume(v), veh/h	16	25	734	26	15	847
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	706	1870
Q Serve(g_s), s	0.3	0.5	8.5	0.2	0.5	10.9
Cycle Q Clear(g_c), s	0.3	0.5	8.5	0.2	9.0	10.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	68	61	1095	928	450	1095
V/C Ratio(X)	0.24	0.41	0.67	0.03	0.03	0.77
Avail Cap(c_a), veh/h	894	795	1877	1591	745	1877
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	14.9	15.0	4.5	2.8	7.6	5.0
Incr Delay (d2), s/veh	1.7	4.4	0.7	0.0	0.0	1.2
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	0.2	0.4	0.0	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	19.4	5.2	2.8	7.6	6.2
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	41		760			862
Approach Delay, s/veh	18.3		5.1			6.2
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		24.7				24.7	7.2
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		10.5				12.9	2.5
Green Ext Time (p_c), s		4.8				5.7	0.1

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	15	21	692	14	20	993	
Future Volume (veh/h)	15	21	692	14	20	993	
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	23	769	16	22	1103	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	62	55	1317	1116	500	1317	
Arrive On Green	0.03	0.03	0.70	0.70	0.70	0.70	
Sat Flow, veh/h	1781	1585	1870	1585	689	1870	
Grp Volume(v), veh/h	17	23	769	16	22	1103	
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	689	1870	
Q Serve(g_s), s	0.4	0.7	9.5	0.1	0.8	19.5	
Cycle Q Clear(g_c), s	0.4	0.7	9.5	0.1	10.3	19.5	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	62	55	1317	1116	500	1317	
V/C Ratio(X)	0.27	0.42	0.58	0.01	0.04	0.84	
Avail Cap(c_a), veh/h	620	552	2117	1794	794	2117	
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	21.6	21.7	3.4	2.0	6.0	4.9	
Incr Delay (d2), s/veh	2.4	4.9	0.4	0.0	0.0	1.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.4	0.0	0.1	1.2	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	24.0	26.7	3.8	2.0	6.0	6.6	
LnGrp LOS	C	C	A	A	A	A	
Approach Vol, veh/h	40		785			1125	
Approach Delay, s/veh	25.5		3.8			6.6	
Approach LOS	C		A			A	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		38.3				38.3	7.6
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		52.0				52.0	16.0
Max Q Clear Time (g_c+I1), s		11.5				21.5	2.7
Green Ext Time (p_c), s		5.8				10.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.9
HCM 6th LOS	A

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	176	861	788
Demand Flow Rate, veh/h	180	879	804
Vehicles Circulating, veh/h	694	44	135
Vehicles Exiting, veh/h	229	895	739
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	11.5	12.3
Approach LOS	A	B	B

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	180	879	804
Cap Entry Lane, veh/h	680	1319	1202
Entry HV Adj Factor	0.978	0.980	0.980
Flow Entry, veh/h	176	861	788
Cap Entry, veh/h	665	1293	1179
V/C Ratio	0.265	0.666	0.669
Control Delay, s/veh	8.7	11.5	12.3
LOS	A	B	B
95th %tile Queue, veh	1	5	5

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	231	820	954
Demand Flow Rate, veh/h	236	837	973
Vehicles Circulating, veh/h	690	59	209
Vehicles Exiting, veh/h	206	1123	717
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	11.0	25.0
Approach LOS	A	B	C

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	236	837	973
Cap Entry Lane, veh/h	683	1299	1115
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	231	820	954
Cap Entry, veh/h	668	1274	1093
V/C Ratio	0.346	0.644	0.873
Control Delay, s/veh	9.9	11.0	25.0
LOS	A	B	C
95th %tile Queue, veh	2	5	12

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	215	15	756	949
Demand Flow Rate, veh/h	220	15	772	968
Vehicles Circulating, veh/h	812	903	139	78
Vehicles Exiting, veh/h	234	8	893	840
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	11.4	6.9	10.6	9.1
Approach LOS	B	A	B	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.997	0.003	0.839	0.161
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	220	15	770	2	812	156
Cap Entry Lane, veh/h	603	549	1251	1251	1323	1323
Entry HV Adj Factor	0.977	1.000	0.980	1.000	0.981	0.981
Flow Entry, veh/h	215	15	754	2	796	153
Cap Entry, veh/h	589	549	1226	1251	1297	1297
V/C Ratio	0.365	0.027	0.615	0.002	0.614	0.118
Control Delay, s/veh	11.4	6.9	10.6	2.9	10.2	3.7
LOS	B	A	B	A	B	A
95th %tile Queue, veh	2	0	4	0	4	0

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	203	4	766	955
Demand Flow Rate, veh/h	207	4	781	974
Vehicles Circulating, veh/h	858	918	139	56
Vehicles Exiting, veh/h	172	2	926	866
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	6.8	10.8	9.6
Approach LOS	B	A	B	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	R	LT	R
Assumed Moves	LTR	LTR	LT	R	LT	R
RT Channelized						
Lane Util	1.000	1.000	0.999	0.001	0.879	0.121
Follow-Up Headway, s	2.609	2.609	2.535	2.535	2.535	2.535
Critical Headway, s	4.976	4.976	4.544	4.544	4.544	4.544
Entry Flow, veh/h	207	4	780	1	856	118
Cap Entry Lane, veh/h	575	541	1251	1251	1350	1350
Entry HV Adj Factor	0.981	0.995	0.980	1.000	0.980	0.983
Flow Entry, veh/h	203	4	765	1	839	116
Cap Entry, veh/h	564	538	1227	1251	1323	1327
V/C Ratio	0.360	0.007	0.623	0.001	0.634	0.087
Control Delay, s/veh	11.7	6.8	10.8	2.9	10.5	3.4
LOS	B	A	B	A	B	A
95th %tile Queue, veh	2	0	5	0	5	0

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	192	883	1035
Demand Flow Rate, veh/h	196	901	1055
Vehicles Circulating, veh/h	522	182	47
Vehicles Exiting, veh/h	47	522	1036
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.8	13.1	6.7
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.052	0.948	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	14	4.544	4.544	4.976	533
Entry Flow, veh/h	182	810	47	854	522	1315
Cap Entry Lane, veh/h	810	0.980	1203	1203	1315	0.980
Entry HV Adj Factor	0.978	14	0.979	0.980	0.980	523
Flow Entry, veh/h	178	794	46	837	512	1289
Cap Entry, veh/h	792	0.018	1178	1180	1289	0.406
V/C Ratio	0.225	4.7	0.039	0.710	0.397	6.7
Control Delay, s/veh	7.0	A	3.4	13.7	6.6	A
LOS	A	0	A	B	A	2
95th %tile Queue, veh	1		0	6	2	

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	NB	SB
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	314	774	1319
Demand Flow Rate, veh/h	321	790	1346
Vehicles Circulating, veh/h	756	234	80
Vehicles Exiting, veh/h	80	756	944
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	10.6	9.0
Approach LOS	A	B	A

Lane	Left	Bypass	Left	Right	Left	Bypass
Designated Moves	L	R	L	TR	T	R
Assumed Moves	L	R	L	TR	T	R
RT Channelized		Yield				Yield
Lane Util	1.000		0.101	0.899	1.000	
Follow-Up Headway, s	2.609		2.535	2.535	2.609	
Critical Headway, s	4.976	87	4.544	4.544	4.976	590
Entry Flow, veh/h	234	638	80	710	756	1272
Cap Entry Lane, veh/h	638	0.980	1148	1148	1272	0.980
Entry HV Adj Factor	0.979	85	0.975	0.980	0.980	578
Flow Entry, veh/h	229	626	78	696	741	1247
Cap Entry, veh/h	625	0.136	1119	1125	1247	0.464
V/C Ratio	0.367	7.3	0.070	0.619	0.594	7.7
Control Delay, s/veh	10.9	A	3.8	11.3	10.0	A
LOS	B	0	A	B	A	3
95th %tile Queue, veh	2		0	4	4	

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	63	806	875
Demand Flow Rate, veh/h	65	823	893
Vehicles Circulating, veh/h	741	31	33
Vehicles Exiting, veh/h	113	895	773
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.9	10.1	11.5
Approach LOS	A	B	B

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	65	823	893
Cap Entry Lane, veh/h	648	1337	1334
Entry HV Adj Factor	0.969	0.980	0.980
Flow Entry, veh/h	63	806	875
Cap Entry, veh/h	628	1310	1307
V/C Ratio	0.100	0.616	0.669
Control Delay, s/veh	6.9	10.1	11.5
LOS	A	B	B
95th %tile Queue, veh	0	4	6

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	103	860	1004
Demand Flow Rate, veh/h	105	878	1025
Vehicles Circulating, veh/h	844	28	65
Vehicles Exiting, veh/h	62	1062	884
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.6	11.0	16.7
Approach LOS	A	B	C

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	105	878	1025
Cap Entry Lane, veh/h	583	1341	1291
Entry HV Adj Factor	0.981	0.980	0.980
Flow Entry, veh/h	103	860	1004
Cap Entry, veh/h	572	1314	1265
V/C Ratio	0.180	0.655	0.794
Control Delay, s/veh	8.6	11.0	16.7
LOS	A	B	C
95th %tile Queue, veh	1	5	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	129	43	666	177	42	730
Future Volume (veh/h)	129	43	666	177	42	730
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	132	44	680	181	43	745
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	202	180	992	841	382	992
Arrive On Green	0.11	0.11	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1781	1585	1870	1585	642	1870
Grp Volume(v), veh/h	132	44	680	181	43	745
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	642	1870
Q Serve(g_s), s	2.4	0.9	9.0	2.0	1.8	10.5
Cycle Q Clear(g_c), s	2.4	0.9	9.0	2.0	10.8	10.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	202	180	992	841	382	992
V/C Ratio(X)	0.65	0.25	0.69	0.22	0.11	0.75
Avail Cap(c_a), veh/h	846	753	1777	1506	652	1777
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	14.3	13.6	5.8	4.2	9.8	6.2
Incr Delay (d2), s/veh	3.6	0.7	0.8	0.1	0.1	1.2
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	0.2	1.1	0.2	0.2	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	14.3	6.7	4.3	10.0	7.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	176		861			788
Approach Delay, s/veh	17.0		6.2			7.5
Approach LOS	B		A			A

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		23.9				23.9	9.8
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		11.0				12.8	4.4
Green Ext Time (p_c), s		4.8				5.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	205	26	676	144	58	896		
Future Volume (veh/h)	205	26	676	144	58	896		
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	205	26	676	144	58	896		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	277	246	1062	900	382	1062		
Arrive On Green	0.16	0.16	0.57	0.57	0.57	0.57		
Sat Flow, veh/h	1781	1585	1870	1585	667	1870		
Grp Volume(v), veh/h	205	26	676	144	58	896		
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	667	1870		
Q Serve(g_s), s	4.8	0.6	10.6	1.9	2.8	17.2		
Cycle Q Clear(g_c), s	4.8	0.6	10.6	1.9	13.4	17.2		
Prop In Lane	1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	277	246	1062	900	382	1062		
V/C Ratio(X)	0.74	0.11	0.64	0.16	0.15	0.84		
Avail Cap(c_a), veh/h	658	586	1382	1171	496	1382		
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	17.5	15.7	6.3	4.5	10.9	7.8		
Incr Delay (d2), s/veh	3.9	0.2	0.6	0.1	0.2	3.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.8	0.2	1.9	0.3	0.3	4.0		
Unsig. Movement Delay, s/veh								
LnGrp Delay(d),s/veh	21.3	15.9	7.0	4.5	11.1	11.7		
LnGrp LOS	C	B	A	A	B	B		
Approach Vol, veh/h	231		820			954		
Approach Delay, s/veh	20.7		6.6			11.6		
Approach LOS	C		A			B		
Timer - Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		30.6				30.6		12.7
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		32.0				32.0		16.0
Max Q Clear Time (g_c+I1), s		12.6				19.2		6.8
Green Ext Time (p_c), s		4.6				5.4		0.4
Intersection Summary								
HCM 6th Ctrl Delay			10.6					
HCM 6th LOS			B					

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	0	75	0	0	13	67	597	2	5	695	135
Future Volume (veh/h)	114	0	75	0	0	13	67	597	2	5	695	135
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	130	0	85	0	0	15	76	678	2	6	790	153
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	0	223	142	0	223	270	1159	3	451	947	183
Arrive On Green	0.14	0.00	0.14	0.00	0.00	0.14	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1398	0	1585	1313	0	1585	594	1864	5	760	1522	295
Grp Volume(v), veh/h	130	0	85	0	0	15	76	0	680	6	0	943
Grp Sat Flow(s),veh/h/ln	1398	0	1585	1313	0	1585	594	0	1869	760	0	1817
Q Serve(g_s), s	4.5	0.0	2.5	0.0	0.0	0.4	5.8	0.0	10.9	0.2	0.0	20.6
Cycle Q Clear(g_c), s	4.9	0.0	2.5	0.0	0.0	0.4	26.4	0.0	10.9	11.2	0.0	20.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		0.16
Lane Grp Cap(c), veh/h	328	0	223	142	0	223	270	0	1163	451	0	1130
V/C Ratio(X)	0.40	0.00	0.38	0.00	0.00	0.07	0.28	0.00	0.58	0.01	0.00	0.83
Avail Cap(c_a), veh/h	574	0	502	373	0	502	335	0	1368	535	0	1330
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	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	19.7	0.0	0.0	18.8	17.9	0.0	5.7	9.0	0.0	7.5
Incr Delay (d2), s/veh	0.8	0.0	1.1	0.0	0.0	0.1	0.6	0.0	0.5	0.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.8	0.0	0.0	0.1	0.7	0.0	1.5	0.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	20.8	0.0	0.0	19.0	18.5	0.0	6.1	9.0	0.0	11.6
LnGrp LOS	C	A	C	A	A	B	B	A	A	A	A	B
Approach Vol, veh/h		215			15			756			949	
Approach Delay, s/veh		21.4			19.0			7.4			11.6	
Approach LOS		C			B			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		37.4		13.1		37.4		13.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		37.0		16.0		37.0		16.0
Max Q Clear Time (g_c+I1), s		28.4		6.9		22.6		2.4
Green Ext Time (p_c), s		3.0		0.5		5.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	65	2	1	1	50	684	1	1	804	111
Future Volume (veh/h)	130	0	65	2	1	1	50	684	1	1	804	111
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	135	0	68	2	1	1	52	712	1	1	838	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	0	213	278	115	115	265	1147	2	428	988	137
Arrive On Green	0.13	0.00	0.13	0.13	0.13	0.13	0.61	0.61	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1415	0	1585	1333	858	858	588	1867	3	737	1608	223
Grp Volume(v), veh/h	135	0	68	2	0	2	52	0	713	1	0	954
Grp Sat Flow(s),veh/h/ln	1415	0	1585	1333	0	1716	588	0	1870	737	0	1830
Q Serve(g_s), s	4.4	0.0	1.9	0.1	0.0	0.0	3.7	0.0	11.4	0.0	0.0	20.1
Cycle Q Clear(g_c), s	4.4	0.0	1.9	1.9	0.0	0.0	23.8	0.0	11.4	11.4	0.0	20.1
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.00	1.00		0.12
Lane Grp Cap(c), veh/h	339	0	213	278	0	231	265	0	1149	428	0	1125
V/C Ratio(X)	0.40	0.00	0.32	0.01	0.00	0.01	0.20	0.00	0.62	0.00	0.00	0.85
Avail Cap(c_a), veh/h	623	0	531	545	0	575	359	0	1448	546	0	1417
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	19.8	0.0	18.7	19.6	0.0	17.9	17.0	0.0	5.7	9.3	0.0	7.4
Incr Delay (d2), s/veh	0.8	0.0	0.9	0.0	0.0	0.0	0.4	0.0	0.6	0.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.6	0.0	0.0	0.0	0.4	0.0	1.5	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	19.6	19.6	0.0	17.9	17.4	0.0	6.3	9.3	0.0	11.5
LnGrp LOS	C	A	B	B	A	B	B	A	A	A	A	B
Approach Vol, veh/h		203			4			765			955	
Approach Delay, s/veh		20.2			18.8			7.0			11.5	
Approach LOS		C			B			A			B	

Timer - Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.4		12.4		35.4		12.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		37.0		16.0		37.0		16.0
Max Q Clear Time (g_c+I1), s		25.8		6.4		22.1		3.9
Green Ext Time (p_c), s		3.6		0.4		5.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	148	12	38	695	425	434
Future Volume (veh/h)	148	12	38	695	425	434
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	178	0	46	837	512	0
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	237		530	1036	1036	
Arrive On Green	0.13	0.00	0.55	0.55	0.55	0.00
Sat Flow, veh/h	1781	1585	888	1870	1870	1585
Grp Volume(v), veh/h	178	0	46	837	512	0
Grp Sat Flow(s),veh/h/ln	1781	1585	888	1870	1870	1585
Q Serve(g_s), s	3.7	0.0	1.3	13.8	6.4	0.0
Cycle Q Clear(g_c), s	3.7	0.0	7.7	13.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	237		530	1036	1036	
V/C Ratio(X)	0.75		0.09	0.81	0.49	
Avail Cap(c_a), veh/h	744		780	1562	1562	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	7.6	6.9	5.3	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.1	1.9	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	1.4	0.0	0.2	2.3	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	0.0	7.7	8.9	5.6	0.0
LnGrp LOS	C		A	A	A	
Approach Vol, veh/h	178	A		883	512	A
Approach Delay, s/veh	20.7			8.8	5.6	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		27.2		11.1		27.2
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		15.8		5.7		8.4
Green Ext Time (p_c), s		5.4		0.3		3.0

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	213	79	73	647	689	538
Future Volume (veh/h)	213	79	73	647	689	538
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	229	0	78	696	741	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	299		348	1014	1014	
Arrive On Green	0.17	0.00	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1781	1585	718	1870	1870	1585
Grp Volume(v), veh/h	229	0	78	696	741	0
Grp Sat Flow(s),veh/h/ln	1781	1585	718	1870	1870	1585
Q Serve(g_s), s	5.1	0.0	3.8	11.2	12.4	0.0
Cycle Q Clear(g_c), s	5.1	0.0	16.3	11.2	12.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	299		348	1014	1014	
V/C Ratio(X)	0.77		0.22	0.69	0.73	
Avail Cap(c_a), veh/h	689		514	1446	1446	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.4	0.0	13.3	6.9	7.2	0.0
Incr Delay (d2), s/veh	4.1	0.0	0.3	0.8	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	1.9	0.0	0.5	2.1	2.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.5	0.0	13.7	7.7	8.3	0.0
LnGrp LOS	C		B	A	A	
Approach Vol, veh/h	229	A		774	741	A
Approach Delay, s/veh	20.5			8.3	8.3	
Approach LOS	C			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		28.4		12.9		28.4
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		32.0		16.0		32.0
Max Q Clear Time (g_c+I1), s		18.3		7.1		14.4
Green Ext Time (p_c), s		4.2		0.4		4.5

Intersection Summary	
HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

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

Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations							
Traffic Volume (veh/h)	28	27	639	70	26	744	
Future Volume (veh/h)	28	27	639	70	26	744	
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	32	31	726	80	30	845	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	
Percent Heavy Veh, %	2	2	2	2	2	2	
Cap, veh/h	95	84	1088	922	433	1088	
Arrive On Green	0.05	0.05	0.58	0.58	0.58	0.58	
Sat Flow, veh/h	1781	1585	1870	1585	676	1870	
Grp Volume(v), veh/h	32	31	726	80	30	845	
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	676	1870	
Q Serve(g_s), s	0.6	0.6	8.7	0.7	1.0	11.3	
Cycle Q Clear(g_c), s	0.6	0.6	8.7	0.7	9.8	11.3	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	95	84	1088	922	433	1088	
V/C Ratio(X)	0.34	0.37	0.67	0.09	0.07	0.78	
Avail Cap(c_a), veh/h	867	772	1821	1543	698	1821	
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	15.0	15.0	4.7	3.0	8.0	5.2	
Incr Delay (d2), s/veh	2.1	2.7	0.7	0.0	0.1	1.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.5	0.0	0.1	0.8	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	17.1	17.7	5.4	3.1	8.1	6.5	
LnGrp LOS	B	B	A	A	A	A	
Approach Vol, veh/h	63		806			875	
Approach Delay, s/veh	17.4		5.2			6.5	
Approach LOS	B		A			A	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		25.1				25.1	7.7
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		32.0				32.0	16.0
Max Q Clear Time (g_c+I1), s		10.7				13.3	2.6
Green Ext Time (p_c), s		4.9				5.8	0.1

Intersection Summary			
HCM 6th Ctrl Delay		6.3	
HCM 6th LOS		A	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	58	35	744	30	24	879
Future Volume (veh/h)	58	35	744	30	24	879
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	64	39	827	33	27	977
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	121	108	1182	1002	399	1182
Arrive On Green	0.07	0.07	0.63	0.63	0.63	0.63
Sat Flow, veh/h	1781	1585	1870	1585	643	1870
Grp Volume(v), veh/h	64	39	827	33	27	977
Grp Sat Flow(s),veh/h/ln	1781	1585	1870	1585	643	1870
Q Serve(g_s), s	1.4	0.9	11.7	0.3	1.2	16.1
Cycle Q Clear(g_c), s	1.4	0.9	11.7	0.3	12.8	16.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	121	108	1182	1002	399	1182
V/C Ratio(X)	0.53	0.36	0.70	0.03	0.07	0.83
Avail Cap(c_a), veh/h	712	633	1728	1465	586	1728
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	18.0	17.8	4.9	2.8	9.1	5.7
Incr Delay (d2), s/veh	3.5	2.0	0.8	0.0	0.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.4	1.0	0.0	0.1	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.6	19.8	5.6	2.8	9.2	7.9
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	103		860			1004
Approach Delay, s/veh	20.9		5.5			7.9
Approach LOS	C		A			A

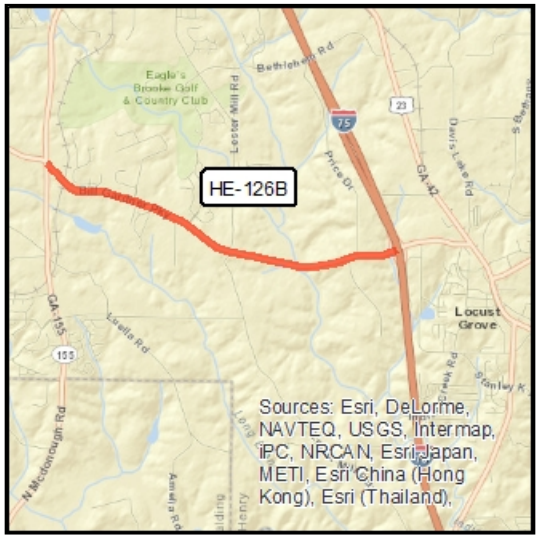
Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		31.3				31.3	8.7
Change Period (Y+Rc), s		6.0				6.0	6.0
Max Green Setting (Gmax), s		37.0				37.0	16.0
Max Q Clear Time (g_c+I1), s		13.7				18.1	3.4
Green Ext Time (p_c), s		5.9				7.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A

HE-126B

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	BILL GARDNER PARKWAY WIDENING AT SR 155 TO LESTER MILL ROAD (4 LANES) AND FROM LESTER MILL ROAD TO I-75 SOUTH (6 LANES)
GDOT Project No.	0000562
Federal ID No.	
Status	Long Range
Service Type	Roadway / General Purpose Capacity
Sponsor	Henry County
Jurisdiction	Henry County
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	2	**LCI**		**Network Year**	2030
Planned Thru Lane	6-Apr	**Flex**		**Corridor Length**	3.4 miles

Detailed Description and Justification

Widening of the section from SR 155 to Lester Mill Road from 2 to 4 lanes and the section from Lester Mill Road to I-75 South from 2 to 6 lanes.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2024-2040		LR 2024-2030	**$18,000,000**	$14,400,000	$0,000	$0,000	$3,600,000
				$18,000,000	**$14,400,000**	**$0,000**	**$0,000**	**$3,600,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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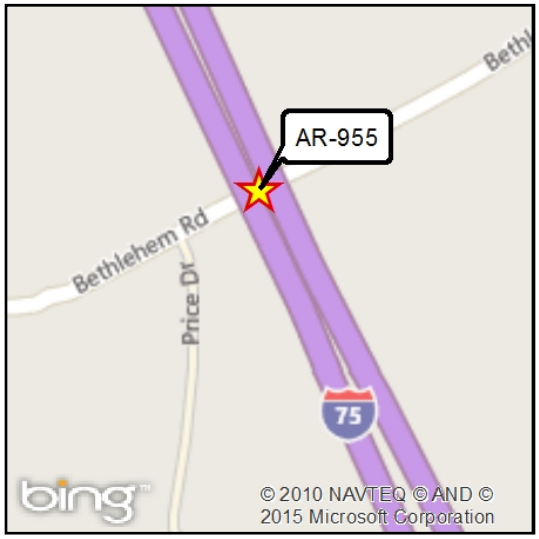
AR-955

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	I-75 SOUTH - NEW INTERCHANGE AT BETHLEHEM ROAD
GDOT Project No.	TBD
Federal ID No.	
Status	Long Range
Service Type	Roadway / Interchange Capacity
Sponsor	GDOT
Jurisdiction	Henry County
Analysis Level	In the Region's Air Quality Conformity Analysis



Existing Thru Lane	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

New I-75 interchange intended to relieve freight congestion along the SR 155 and SR 42 industrial/distribution corridors.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	General Federal Aid 2024-2040		LR 2031-2040	**$25,000,000**	$20,000,000	$5,000,000	$0,000	$0,000
				$25,000,000	**$20,000,000**	**$5,000,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

AR-318

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	I-75 COMMERCIAL VEHICLE LANES (NORTHBOUND DIRECTION ONLY) FROM I-475 TO SR 155
GDOT Project No.	0014203
Federal ID No.	
Status	Programmed
Service Type	Roadway / General Purpose Capacity
Sponsor	GDOT
Jurisdiction	Henry County
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	0	**LCI**		**Network Year**	2030
Planned Thru Lane	2	**Flex**		**Corridor Length**	0 miles

Detailed Description and Justification

This project is part of the Governor's Major Mobility Investment Program. It proposes to add two new barrier-separated lanes to I-75 in the northbound direction, designated for commercial vehicles only. Tolling is not anticipated and the exact northern terminus will be determined during project development. I-75 between Atlanta and Macon serves as an important freight and motorist corridor that supports critical coastal port truck traffic and travelers from southern Georgia and Florida. As the percentage of truck traffic continues to grow, the increase in truck volume can and will accentuate operational differences, leading to less efficient traffic streams and increased delays. For example, compared to cars, trucks cannot accelerate as quickly on long grades. Providing a dedicated system of lanes separated from existing general purpose lanes is expected to enhance mobility both traffic streams.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Transportation Funding Act (HB 170)	AUTH	2017	**$977,865**	~~$0,000~~	~~$977,865~~	~~$0,000~~	~~$0,000~~
PE	National Highway Performance Program (NHPP)		2021	**$1,174,215**	$939,372	$234,843	$0,000	$0,000
PE	National Highway Performance Program (NHPP)		2022	**$3,430,363**	$2,744,290	$686,073	$0,000	$0,000
PE	National Highway Performance Program (NHPP)		2023	**$7,496,448**	$5,997,158	$1,499,290	$0,000	$0,000
PE	General Federal Aid 2024-2040		LR 2024-2030	**$4,241,772**	$3,393,418	$848,354	$0,000	$0,000
ROW	National Highway Performance Program (NHPP)		2018	**$1,034,524**	$827,619	$206,905	$0,000	$0,000
ROW	Repurposed Earmark		2018	**$1,120,226**	$896,181	$224,045	$0,000	$0,000
ROW	National Highway Performance Program (NHPP)		2023	**$4,486,216**	$3,588,973	$897,243	$0,000	$0,000
ROW	General Federal Aid 2024-2040		LR 2024-2030	**$4,603,179**	$3,682,543	$920,636	$0,000	$0,000
CST	General Federal Aid 2024-2040		LR 2024-2030	**$58,953,255**	$47,162,604	$11,790,651	$0,000	$0,000

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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CST	General Federal Aid 2024-2040		LR 2031-2040	**$187,065,980**	$149,652,784	$37,413,196	$0,000	$0,000
CST	General Federal Aid 2041+		LR 2041+	**$449,182,311**	$359,345,849	$89,836,462	$0,000	$0,000
				$723,766,354	**$578,230,791**	**$145,535,563**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases