April 20, 2022

Coal Mountain Warehouse
Traffic Impact Study
5668.00

Prepared for:
CSC Design, Inc
135 P. Rickman Industrial Dr. Suite 100
Canton, GA 30115

Prepared by:
Michael Crawford, PE
PE# 019633

Coal Mountain Warehouse DRI Study

PREPARED BY:
Columbia Engineering and Services, Inc.
2862 Buford Highway, Suite 200
Duluth, GA 30096
770-925-0357

Table of Contents

Sections

Tables

Figures

Executive Summary

The Coal Mountain Warehouse development, including warehouse and office space is proposed to rezone the existing land from Agricultural (A1) to Restricted Industrial (M1). Traffic analyses were completed for the current year and the future years for the build and no-build conditions. Due to the relatively low trip generation volumes, it is not anticipated that the development will have adverse impacts on existing traffic conditions. See Table 1 below showing failing LOS approaches and trips that approach or exceed queue capacity.

Table 1: LOS & Queue Analyses Summary

Intersection	Approach	Model	Scenario	LOS
SR 9 & Martin Rd	WBL	Existing	AM	F
	WBL	Background	AM	F
	WBL	Build	AM	F
GA 400 & Settingdown Rd (Signalized)	NBT	Existing	PM	F
	NBT & SBT	Background	PM	F
	SBT	Build	AM	F
	NBT & SBT	Build	PM	F
GA 400 & Martin Rd (Signalized)	SWT	Existing	AM & PM	F
	NET	Existing	PM	F
	SWT	Background	AM	F
	NET & SWT	Background	PM	F
	SWT	Build	AM	F
	NET & SWT	Build	PM	F

Table 1.1: Queue Analyses Summary

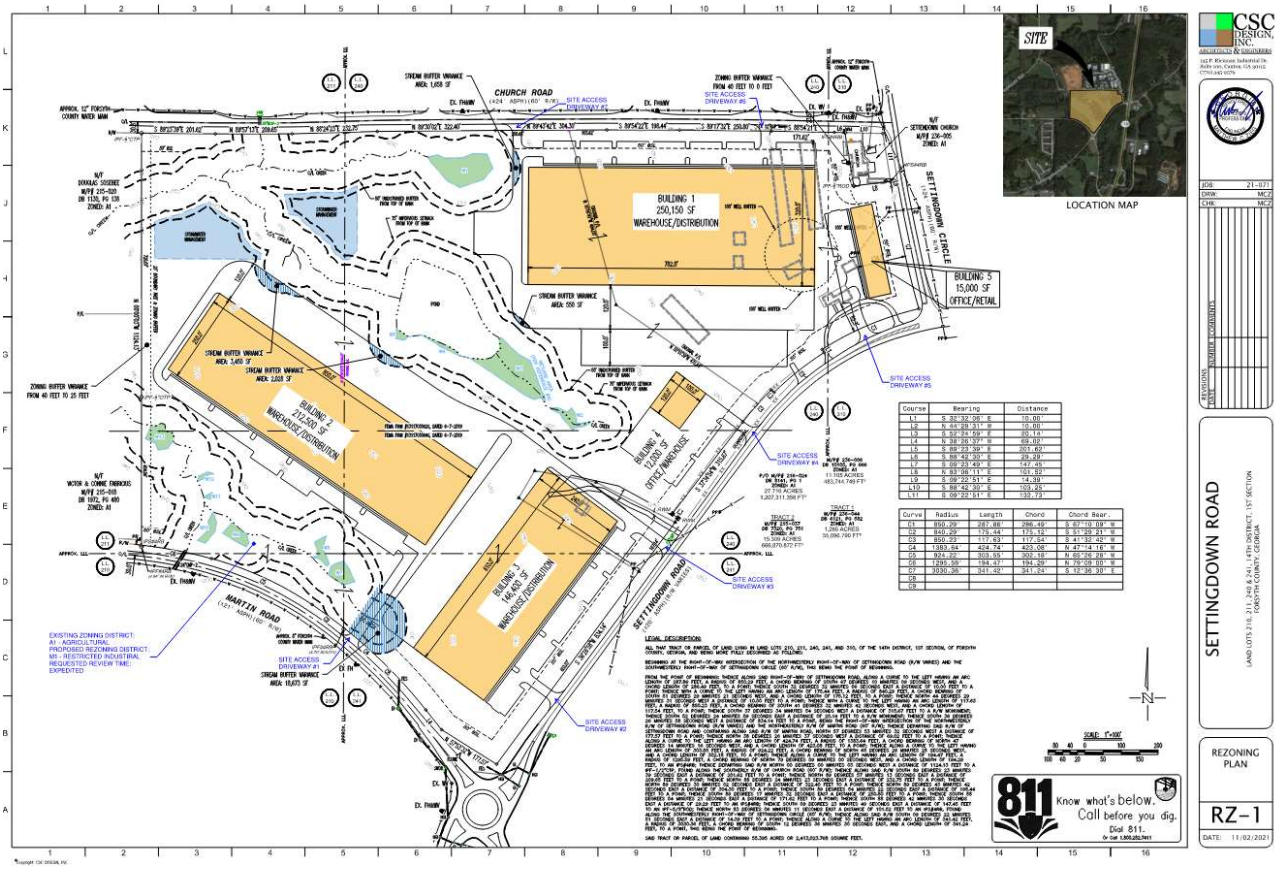
Intersection	Approach	Model	Scenario	Queue Length Exceeded
GA 400 & Settingdown Rd (Signalized)	SBT	Existing	AM	95th percentile
	NBT & SBT	Existing	PM	50th & 95th percentiles
	SBT	Background	AM	50th & 95th percentiles
	NBT & SBT	Background	PM	50th & 95th percentiles
	SBT	Build	AM	50th & 95th percentiles
	NBT & SBT	Build	PM	50th & 95th percentiles
GA 400 & Martin Rd (Signalized)	SWT	Existing	AM	50th & 95th percentiles
	NET & SWT	Existing	AM	50th & 95th percentiles
	NWL & NWT	Background	AM	95th percentile

GA 400 & Martin Rd (Signalized)	SWT	Background	AM	50th & 95th percentiles
	NET & SWT	Background	PM	50th & 95th percentiles
	NWT & NEL	Build	AM	95th percentile
	SWT	Background	AM	50th & 95th percentiles
	NEL	Build	PM	95th percentile
	SWL	Build	PM	95th percentile
	NET & SWT	Build	PM	50th & 95th percentiles

Introduction

The Coal Mountain Warehouse development is proposed along Settingdown Road between Church Street and Martin Road, just west of GA 400, in Forsyth County. The project location is shown on Figure 1.

Figure 1: Proposed Site Plan



See Appendix for full-size rendering of proposed site plan.

The project is proposed to consist of approximately 621,000 square feet of warehouse space with ancillary office and maintenance space, with an additional approximately 15,000 square feet of small office space. The site will have multiple access locations via Martin Road, Church Road, and Settingdown Road.

Study Area Description

The project site is located approximately 1.3 miles north of GA 369, and just west of GA 400. The area is currently mainly comprised of agricultural farmland. The approximate site acreage is 55 acres.

The project site is bounded by Settingdown Road to the east, Church Road to the north, Hopewell Road (SR 9) to the west, and Martin Road to the south.

Settingdown Road is a two-lane roadway classified as a Collector. It runs north to GA 400 and south to SR 369. Martin Road and Church Road are also two-lane roadways classified as Collectors.

They each run west to SR 9 (Hopewell Road) and west to GA 400. Settingdown Circle is also classified as a collector road and runs north to GA 400 and south to Settingdown Road. SR 9 and Hopewell Road in the project vicinity are two-lane arterial roadways. GA 400 is a four-lane arterial road with exclusive left and right turn lanes at the intersections near the project site.

As agreed, upon at the MMP meeting, and in the subsequent LOU document, the following intersections will be analyzed at their current operating conditions and with future traffic:

- Church Road & Hopewell Road
- SR 9 & Martin Road
- Settingdown Road & Martin Road Roundabout
- Church Road & Settingdown Cir
- Settingdown Road & Settingdown Cir
- Settingdown Road & GA 400
- Martin Road & GA 400

Trip Generation

The amount of traffic to be generated from the project site was estimated utilizing the Institute of Transportation Engineers (ITE) *Trip General Manual, 10th Edition.* This manual represents accepted practice from around the country and provides studies and equations to be used in trip estimation.

To calculate the estimated trip generation from the project site, ITE Land Use Code 150, Warehouse, and 712, Office-Small were utilized. This land use codes are indicative of the type of warehouse development project anticipated to be developed on the subject site.

The trips to be generated are reported in Table 2.

Table 2: Trip Generation Estimates

Trip Generation Summary

Alternative: Alternative 1
Phase:
Project: Settingdown Warehouse

Open Date: 12/20/2021
Analysis Date: 12/20/2021

ITE	Land Use	*	Weekday Average Daily Trips Enter	Exit	Total	*	Weekday AM Peak Hour of Adjacent Street Traffic Enter	Exit	Total	*	Weekday PM Peak Hour of Adjacent Street Traffic Enter	Exit	Total
150	WAREHOUSE 1		541	540	1081		82	24	106		32	86	118
	621.0 1000 Sq. Ft. GFA												
712	OFFICE-SMALL 1		122	121	243		24	5	29		12	25	37
	15 1000 Sq. Ft. GFA												
Unadjusted Volume			663	661	1324		106	29	135		44	111	155
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			663	661	1324		106	29	135		44	111	155

Review of Table 2 indicates the project is anticipated to generate approximately 1,324 vehicles per day (VPD).

Based on ITE studies, it is estimated that approximately 30% of the trips generated by the site will be comprised of heavy vehicles. These vehicles will be estimated and included in the LOS analysis.

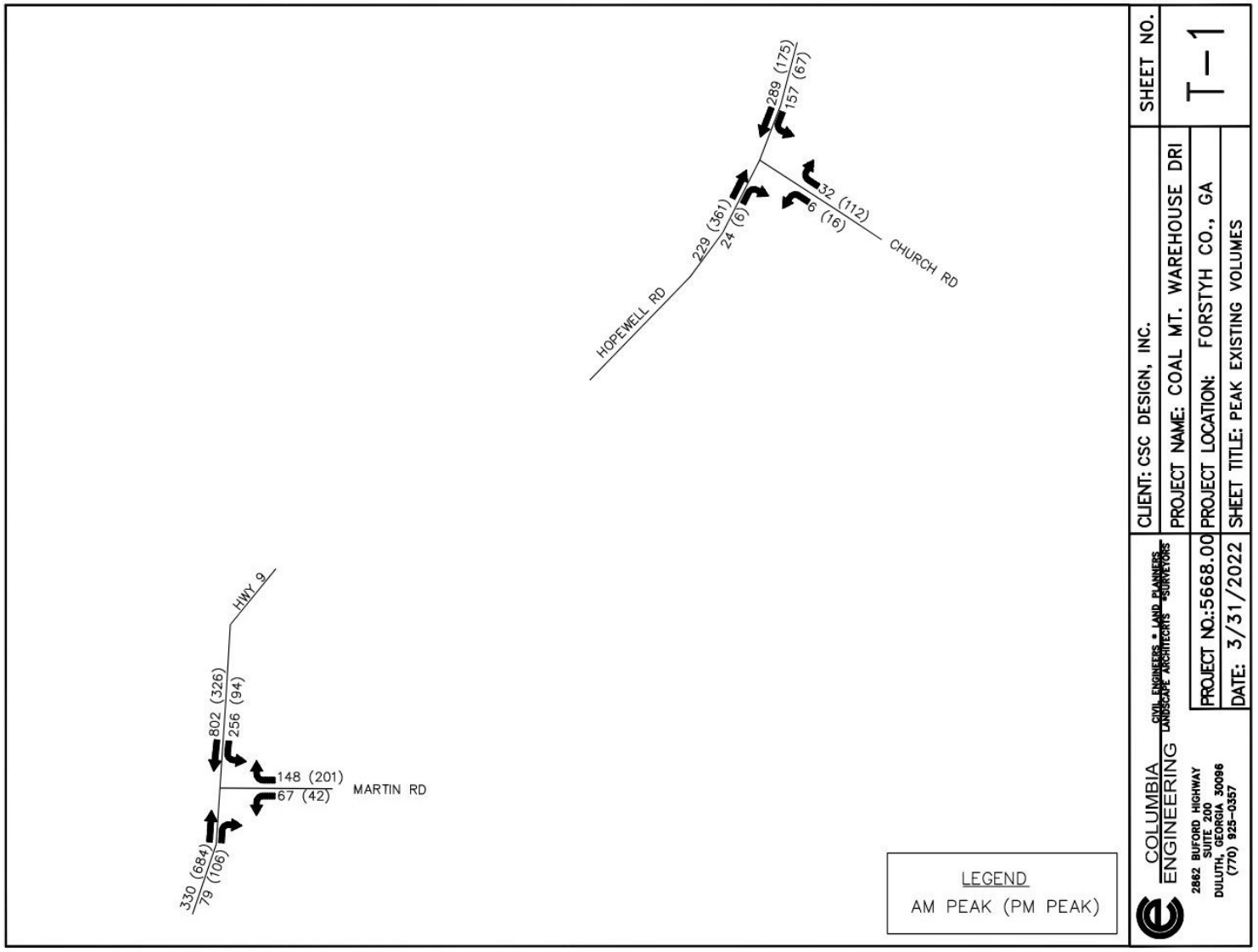
Existing Conditions Analysis

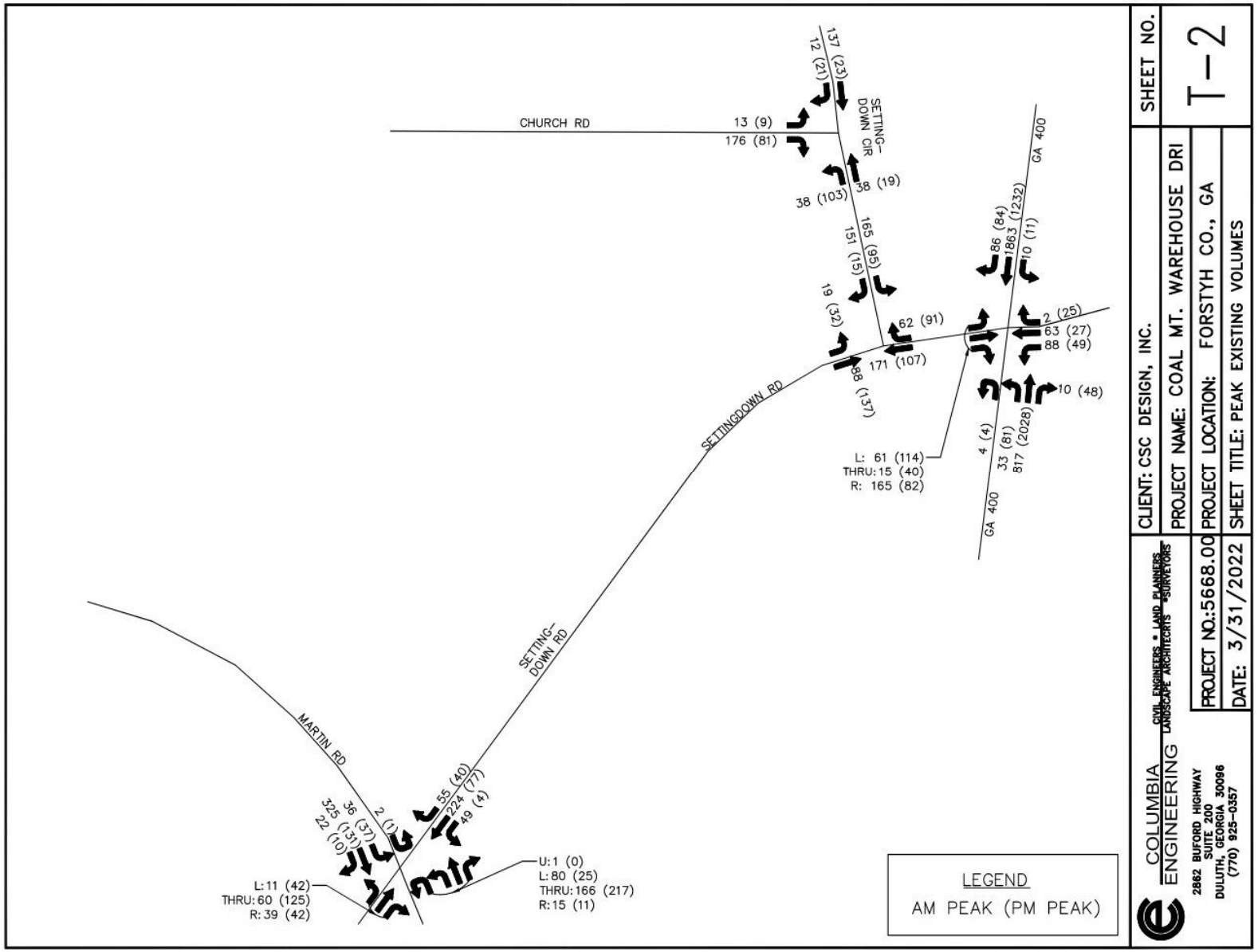
Traffic counts were conducted in the project vicinity on Wednesday February 9, 2022. A 24-hour count was conducted on Venable Road at the project driveway, and AM and PM peak period counts were conducted at the project intersections.

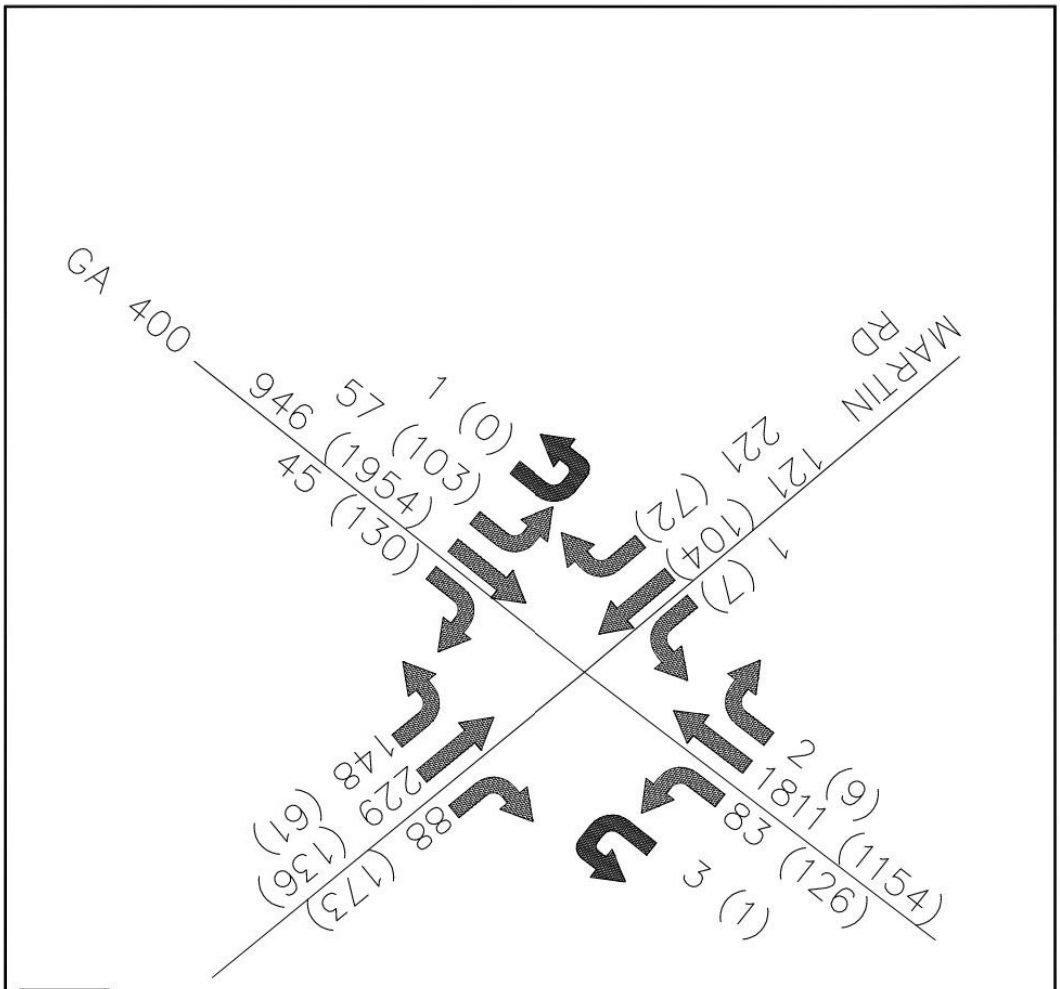
Currently, approximately 1,279 vehicles per day travel on Venable Road in the project vicinity. The existing AM and PM peak period traffic is shown on Figure 2.

Traffic count data are provided in the Appendix.

Figure 2: Existing Peak Period Traffic




CHURCH RD
SETTING-DOWN CIR
SETTINGDOWN RD
SETTING-DOWN RD
MARTIN RD
GA 400
GA 400
137 (23)
12 (21)
13 (9)
176 (81)
38 (19)
38 (103)
165 (95)
151 (15)
19 (32)
62 (91)
171 (107)
88 (137)
86 (84)
1863 (1232)
10 (11)
2 (25)
63 (27)
88 (49)
10 (48)
4 (4)
33 (81)
817 (2028)
L: 61 (114)
THRU: 15 (40)
R: 165 (82)
55 (40)
224 (77)
49 (4)
2 (1)
36 (37)
325 (131)
22 (10)
U: 1 (0)
L: 80 (25)
THRU: 166 (217)
R: 15 (11)
L: 11 (42)
THRU: 60 (125)
R: 39 (42)
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
PROJECT NO.:5668.00
DATE: 3/31/2022
SHEET TITLE: PEAK EXISTING VOLUMES
SHEET NO.
T-2



COLUMBIA ENGINEERING — CIVIL ENGINEERS • LAND PLANNERS LANDSCAPE ARCHITECRTS •SURVEYORS 2862 BUFORD HIGHWAY SUITE 200 DULUTH, GEORGIA 30096 (770) 925-0357		CLIENT: CSC DESIGN, INC.	SHEET NO.
		PROJECT NAME: COAL MT. WAREHOUSE DRI	T-3
	PROJECT NO.:5668.00	PROJECT LOCATION: FORSTYH CO., GA	
	DATE: 3/31/2022	SHEET TITLE: PEAK EXISTING VOLUMES	

Growth Factor Analysis

Background traffic growth was estimated based on historic trends at nearby GDOT traffic count stations. These stations indicate trends of approximately 2.2% straight line growth over the past 6-12 years. This rate shall be applied to the future traffic model based on the approximate buildout year of 2025. See figures below for GDOT traffic count data. See Figure 6 showing peak volumes with growth rate applied, or the background traffic volumes. See Figures 3-5 below showing additional GDOT Traffic Count data.

Figure 3: GDOT Traffic Count Map

Figure 4: Count Site #1 Data

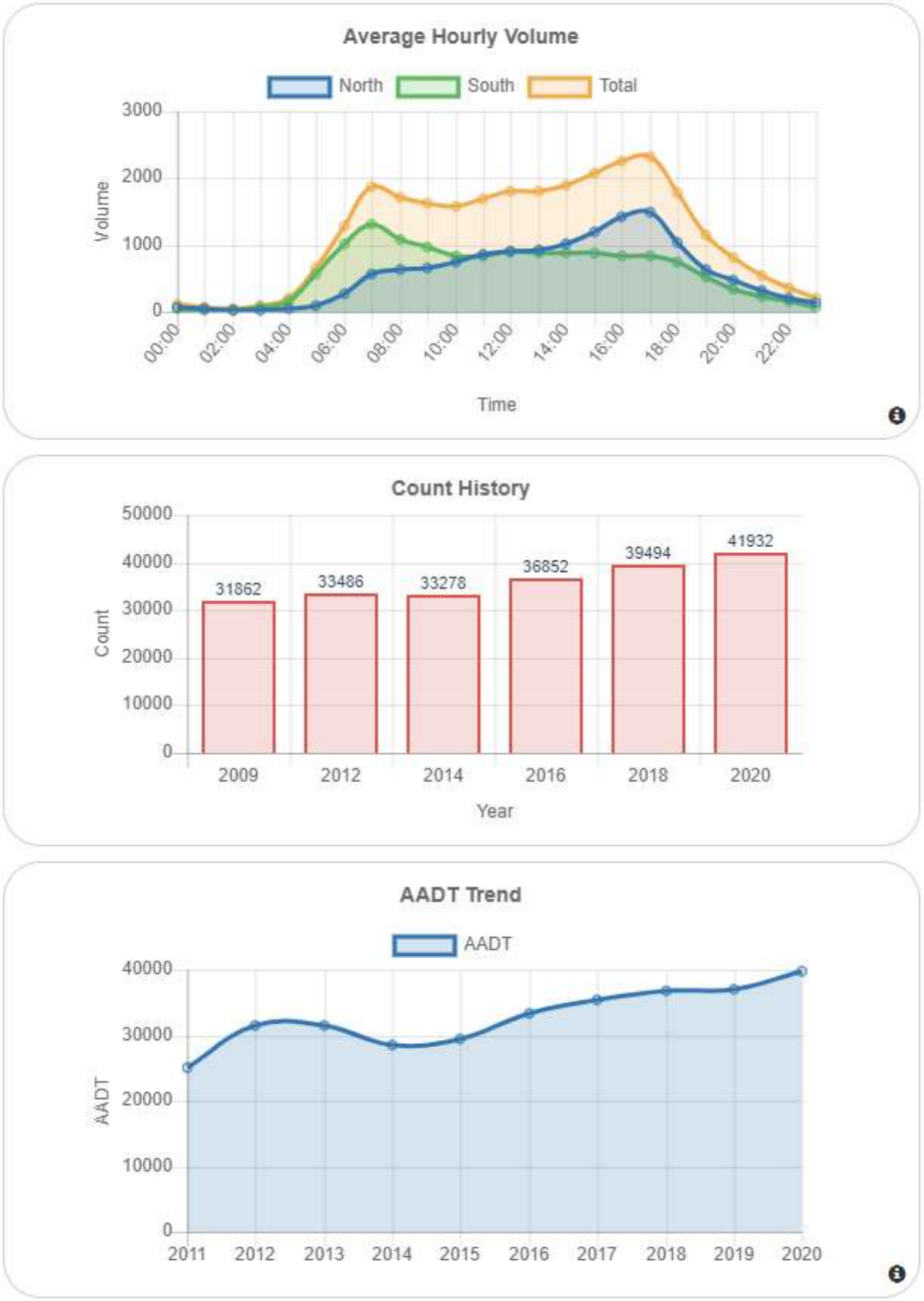


Figure 5: Count Site #2 Data

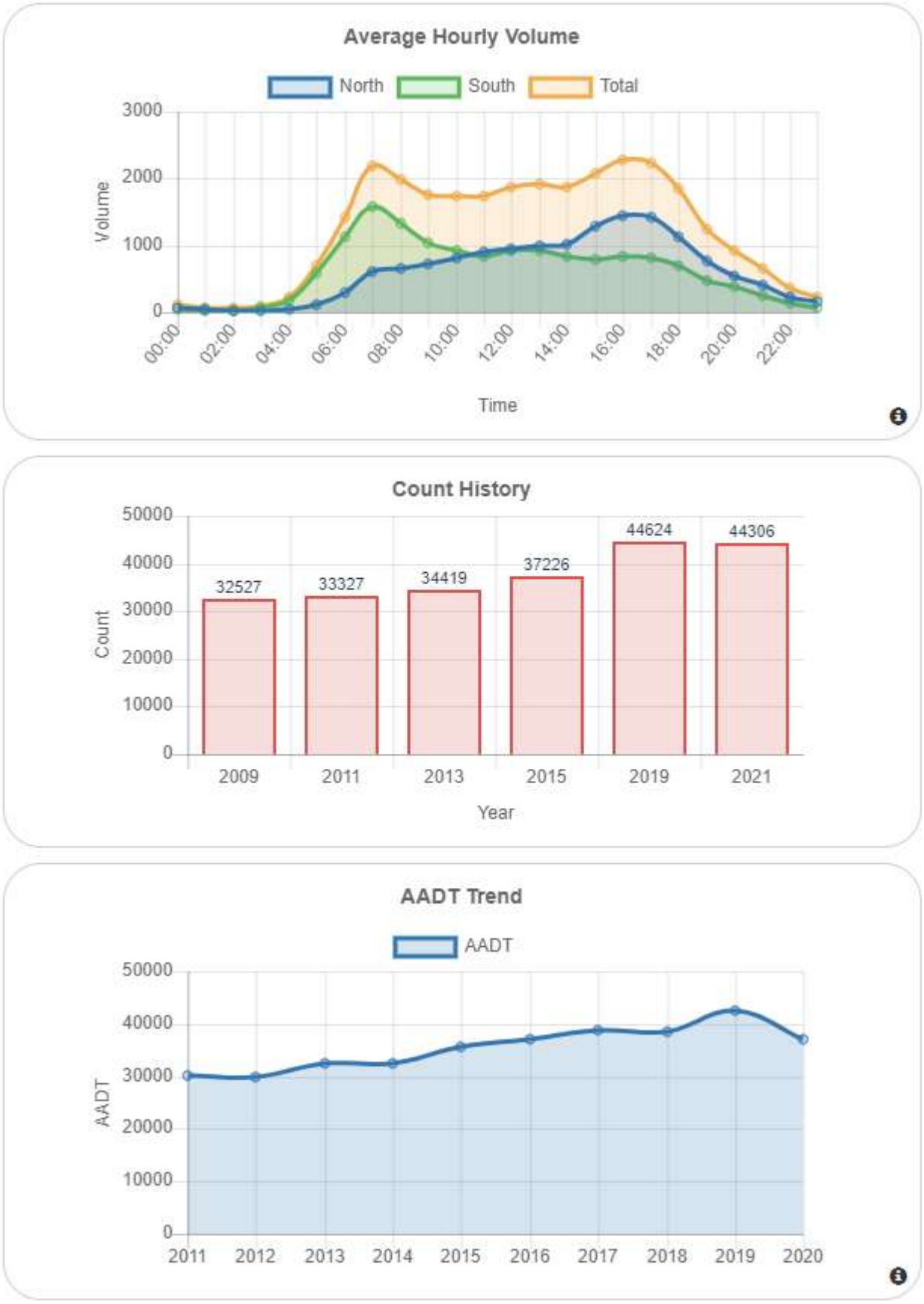
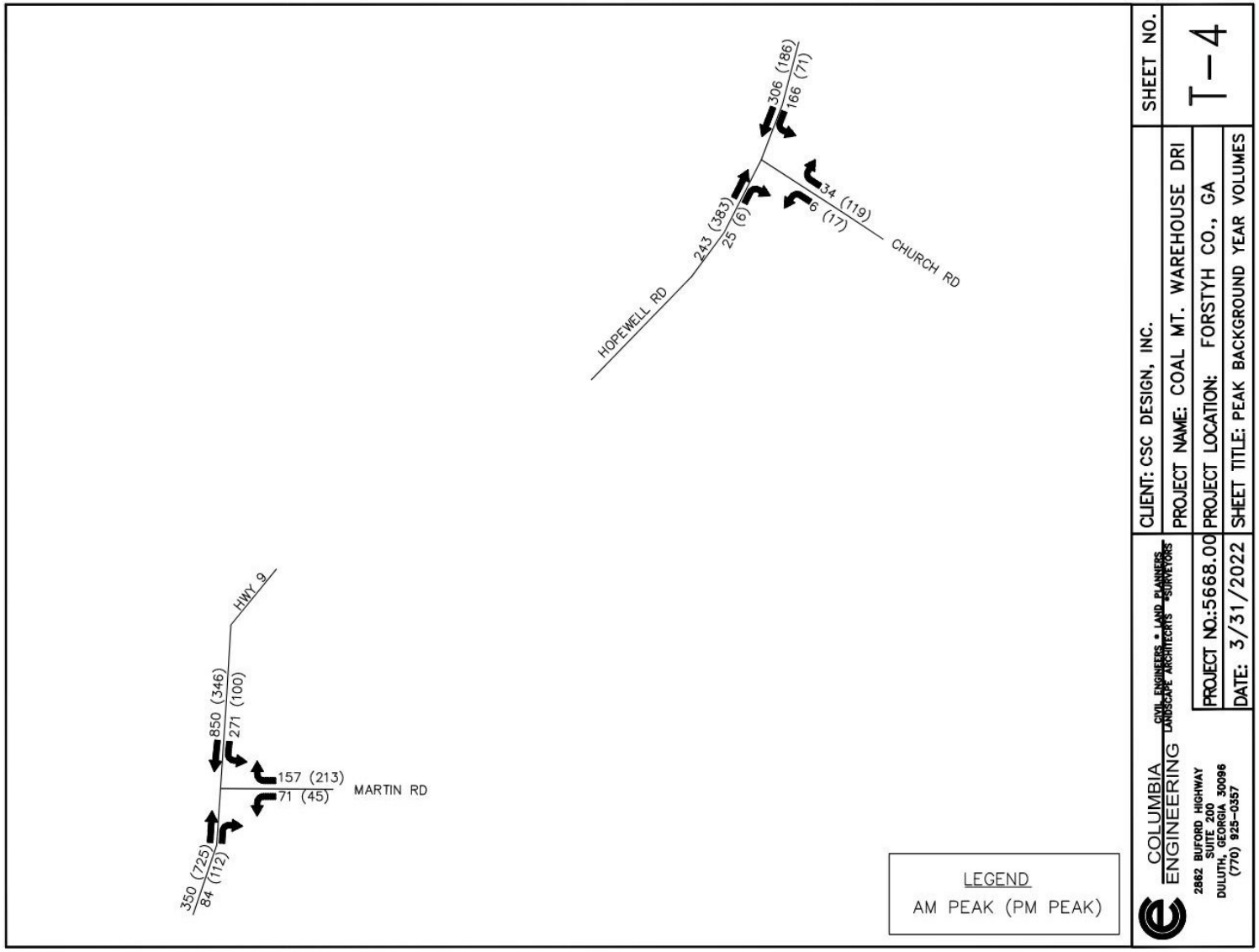
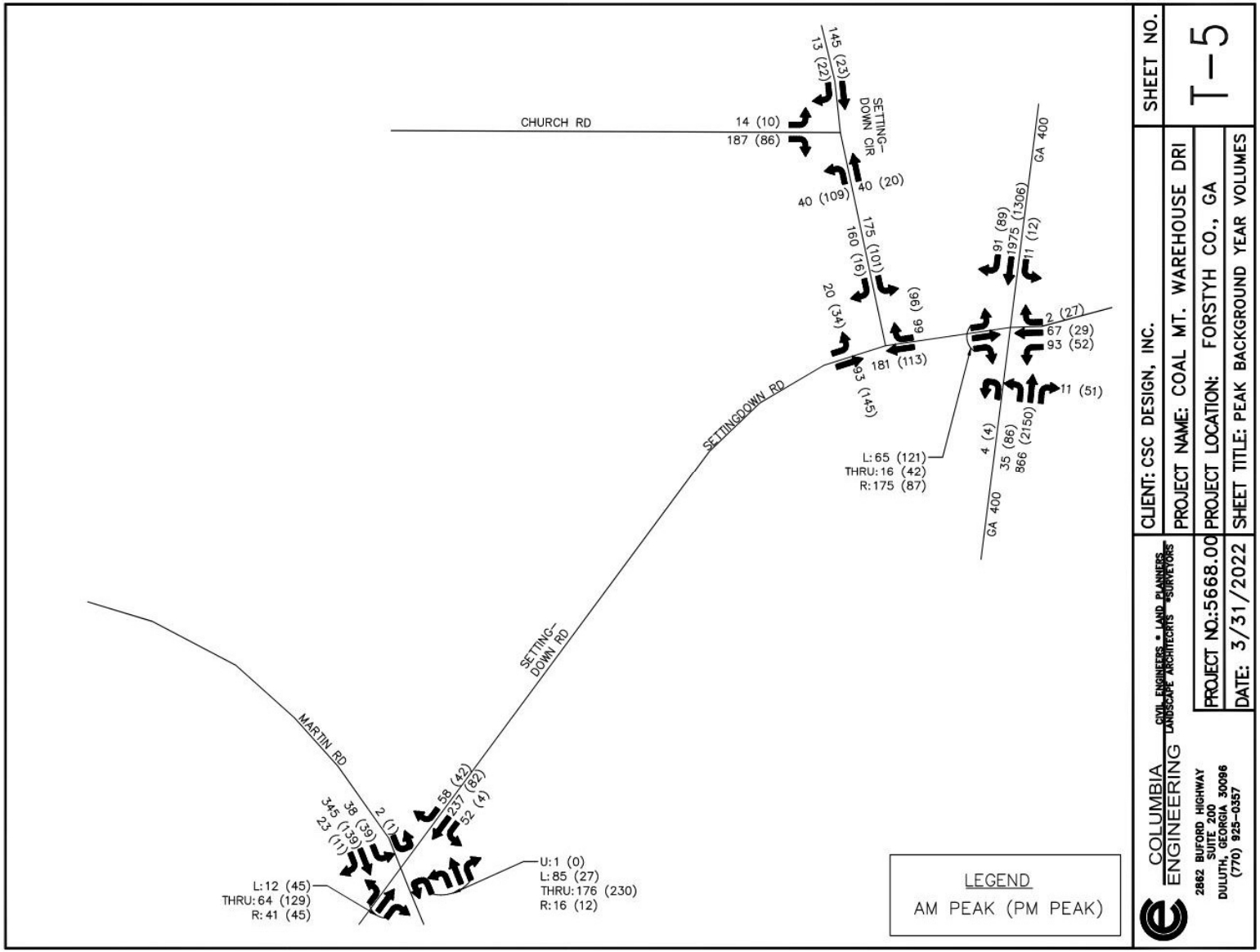


Figure 6: Background Peak Period Traffic




CHURCH RD
14 (10)
187 (86)
SETTING-
DOWN CIR
145 (23)
13 (22)
40 (20)
40 (109)
175 (101)
160 (16)
20 (34)
99 (96)
181 (113)
93 (145)
SETTINGDOWN RD
GA 400
91 (89)
1975 (1306)
11 (12)
2 (27)
67 (29)
93 (52)
11 (51)
L: 65 (121)
THRU: 16 (42)
R: 175 (87)
4 (4)
35 (86)
866 (2150)
GA 400
MARTIN RD
SETTING-
DOWN RD
38 (39)
345 (139)
23 (11)
2 (1)
58 (42)
237 (82)
52 (4)
L: 12 (45)
THRU: 64 (129)
R: 41 (45)
U: 1 (0)
L: 85 (27)
THRU: 176 (230)
R: 16 (12)
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
SHEET TITLE: PEAK BACKGROUND YEAR VOLUMES
PROJECT NO.:5668.00
DATE: 3/31/2022
SHEET NO.
T-5

MARTIN RD
GA 400
128 (110)
234 (76)
1 (7)
1 (0)
60 (109)
1003 (2071)
48 (138)
2 (10)
1920 (1223)
88 (134)
3 (1)
93 (183)
243 (144)
157 (65)
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2882 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
SHEET TITLE: PEAK BACKGROUND YEAR VOLUMES
PROJECT NO.:5668.00
DATE: 3/31/2022
SHEET NO.
T-6

Heavy Vehicle Enhanced Focus Area

Heavy Vehicle Routing

A percentage of the project traffic will be comprised of heavy vehicles for warehouse operations. Four warehouse builds are proposed for the future site. Warehouse 1, shown as Building 1 on the site plans will be accessed via Church Road. Warehouse 2 will be accessed via Martin Road. Warehouses 3 and 4 will be accessed via Settingdown Road. Through trucks are prohibited on Church Road to the north of the project, and on Martin Road towards Highway 9 on the south side of the project. These prohibitions are accounted for in the project trip distribution analysis. Trips to and from the site on these facilities are expected to be employee and business related, as opposed to heavy vehicles. Each proposed warehouse and office site has ample space to accommodate the peak hour traffic. Thus, it is anticipated that no offsite staging will be necessary as a result of the development.

Pavement Conditions

The existing pavement conditions and roadway widths along the study network are suitable for use by the project related traffic. Martin Road, to the south of the project site is a two-lane roadway with 12-foot lanes, a striped median, and a posted speed limit of 40 mph. Minor pavement cracking is present along Martin Road in the vicinity of its intersection with Settingdown Road. Additionally, the centerline and shoulder markings near this intersection show signs of fading. However, no impacts to these features are anticipated due to project traffic.

Settingdown Road, to the east of the project site is also a two-lane roadway with 12-foot lanes, a striped median, and a posted speed limit of 40 mph. No fading or signs of wearing of the road markings are currently present along Settingdown Road, and pavement conditions are adequate.

Settingdown Circle, northeast of the project site is a two-lane roadway with 12-foot lanes, a striped median, and posted speed limit of 35 mph. Minor pavement cracking is currently present along Settingdown Circle.

Church Road, north of the project site is a two-lane roadway with 12-foot lanes, a striped median, and posted speed limit of 25 mph. Minor pavement cracking is currently present along Church Road.

Hopewell Road is a two-lane roadway with 12-foot lanes, a striped median, and posted speed limit of 35 mph and 50 mph near the project site. Exclusive left and right-lanes are also present at the intersection of Hopewell and Martin Road. Minor pavement cracking is present heading north towards the intersection with Church Road. See Appendix for photos of pavement conditions along nearby roadways.

Roadway Width

For the proposed zoning district, Restricted Industrial (M1), Forsyth County UDO requires that no curb cut, or access driveway be permitted to be located closer than one hundred feet to the nearest existing or proposed right-of-way of an intersecting roadway, or closer than forty feet to a side property line. Also, the access driveways shall be no narrower than twenty-four feet from back of curb to back of curb. Lastly, loading and unloading areas shall not be located closer than fifty feet from the right-of-way of a

public street. All these requirements are met for the proposed site. See table below for summarized roadway information.

Table 3: Roadway Network Lane Data

Roadway	Number of Lanes	Required Lane Width per Forsyth Co Standards	Existing Lane Width
Settingdown Road	2	12	12
Settingdown Cir	2	12	12
Church Road	2	12	12
Martin Road	2	12	12

Corner Radii

As trucks and heavy vehicles currently utilize these roadways, it is anticipated that the existing and future pavement corner radii are sufficient to accommodate project traffic.

Heavy Vehicle Staging

Per the Site Plan, it is assumed that all heavy vehicles will stage within the proposed project site and not along existing roadways. Given the anticipated peak hour volumes found in Table 2 it is anticipated that the four warehouse/distribution areas of the proposed site will have sufficient area to accommodate staging for heavy vehicles.

It is anticipated that the warehouses and office spaces will operate within typical business hours i.e., Monday through Friday, from 8 AM to 5 PM, and weekends as demands necessitate.

The proposed site includes an office space and four warehouses, and a total of 408 parking spaces are provided. Thus, it is anticipated that the proposed site will be sufficient to accommodate the peak number of vehicles. The peak number of vehicles are shown in Table 2.

Pedestrian Safety

No proposed sidewalks along the property frontage are required as a part of the development. However, internal sidewalks and crosswalks may be provided as needed to ensure pedestrian safety. Additionally, the proposed site shall comply with ADA requirements and provide safe access to all proposed buildings.

Due to its use, location, and lack of complementary nearby uses, the site is not anticipated to generate pedestrian activities that necessitate offsite pedestrian improvements.

Project Traffic Distribution and Assignment

To estimate the project traffic distribution to the adjacent roadway networks, the area was reviewed to determine the locations of nearby attractions (schools, employment, recreation, shopping, etc.) that would attract trips from the project site. In addition, existing traffic counts were reviewed to determine existing direction of travel from homes in the area of the project. Based on this analysis, it is estimated that the traffic will vary for the office and warehouse spaces. The estimated project distributions for the office space are 15% heading north, 55% heading south, 10% heading east, and 20% heading west from

the project site. The estimated project distributions for the warehouses are 30% heading north, 50% heading south, 10% heading east, and 10% heading west.

These distributions were applied to each individual building/component of the project, with a trip assignment for each being developed. Trips were then aggregated as shown in Table 4.

To determine the study network, the project trips were compared to the LOS D generalized service volumes developed by the Florida DOT and utilized by GRTA for DRI analyses. Level of Service D was adopted in the Forsyth County Comprehensive Plan for use in this area.

Table 4: Roadway Distribution

Roadway	From	To	# Lanes	Classification	LOS D Service Volume	Proj. Traffic	Proj. Traffic % Svc Volume	Study Network?
Settingdown Road	Browns Bridge Road	Martin Road	2	Collector	14,600	46	0.32%	No
	Martin Road	Settingdown Circle	2	Collector	14,600	577	3.96%	No
	Settingdown Circle	GA 400	2	Collector	14,600	633	4.34%	No
Martin Road	Hwy 9	Project Access	2	Collector	14,600	113	0.78%	No
	Project Access	Settingdown Road	2	Collector	14,600	372	2.55%	No
	Settingdown Road	GA 400	2	Collector	14,600	590	4.04%	No
Settingdown Circle	Settingdown Road	Church Road	2	Collector	14,600	414	2.83%	No
Church Road	Settingdown Circle	Project Access	2	Collector	14,600	414	2.83%	No
	Project Access	Hwy 9	2	Collector	14,600	22	0.15%	No
GA 400	North of Settingdown Road	Settingdown Road	4	Arterial	35,000	361	1.03%	No
	Settingdown Road	Martin Road	4	Arterial	35,000	421	1.20%	No
	Martin Road	Browns Bridge Road	4	Arterial	35,000	677	1.94%	No

Based upon this distribution, project traffic was assigned to the roadway network as shown on Figure 7. The existing plus project traffic, called the total traffic, is shown on Figure 8.

Capacity Analysis

To determine the operation efficiency of the adjacent roads and intersections, under existing and total traffic conditions, SYNCHRO analysis was performed utilizing methods documented in the *Highway Capacity Manual (HCM), 6th Edition*, published by the Transportation Research Board.

Level of Service is a function of driver expectation and is calculated based upon delay experienced by vehicles at intersections. For roadway segments, level of service (LOS) is a function of the average travel speed.

Level of service is graded from A through F, with LOS A being the best and LOS F being the worst. The higher the letter grade, generally the higher levels of delay and congestion may be expected.

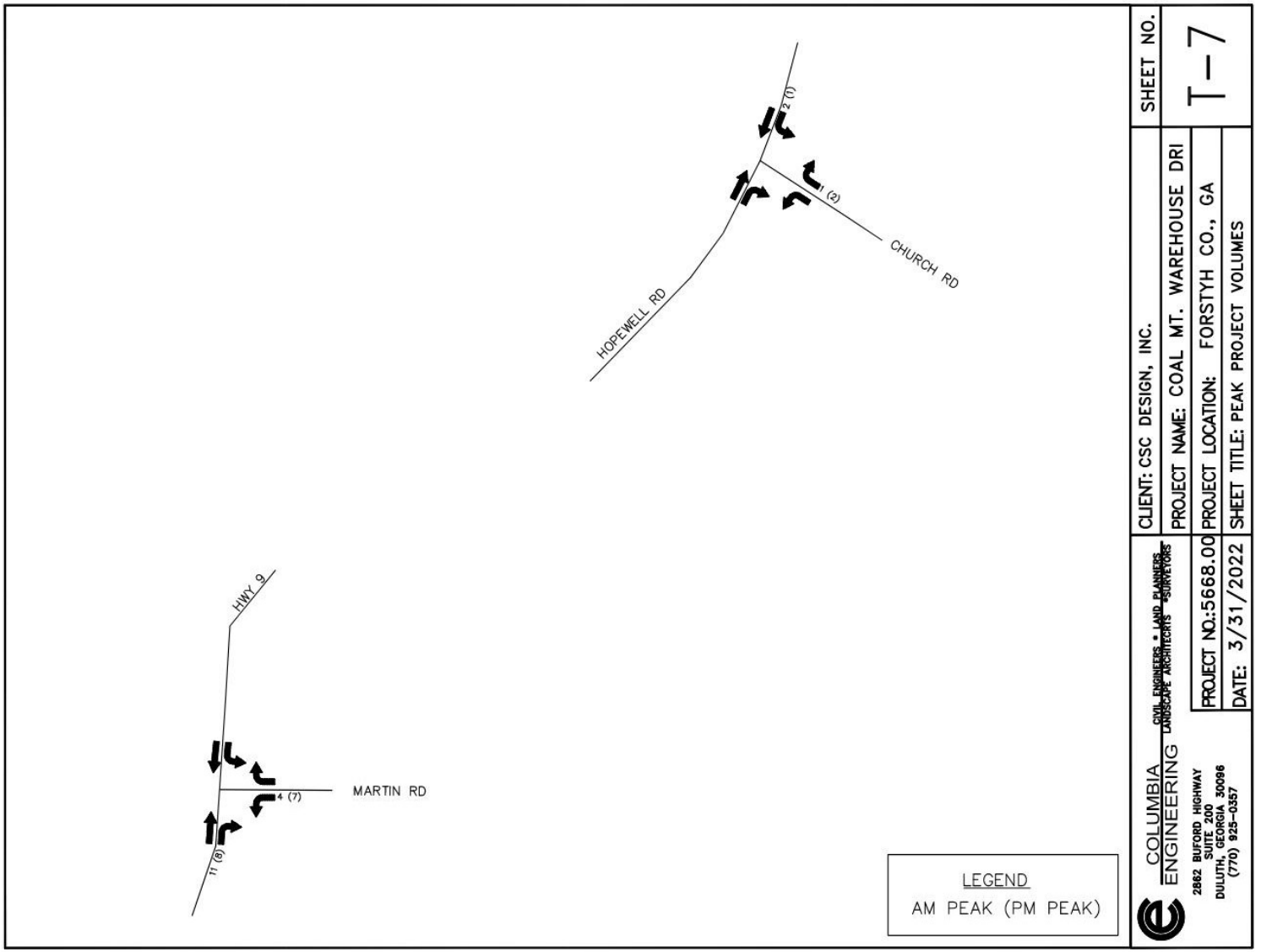
For unsignalized intersections, the average delay per vehicle is calculated for all vehicles traversing the intersection. Level of service thresholds developed in the *Highway Capacity Manual* are then used to

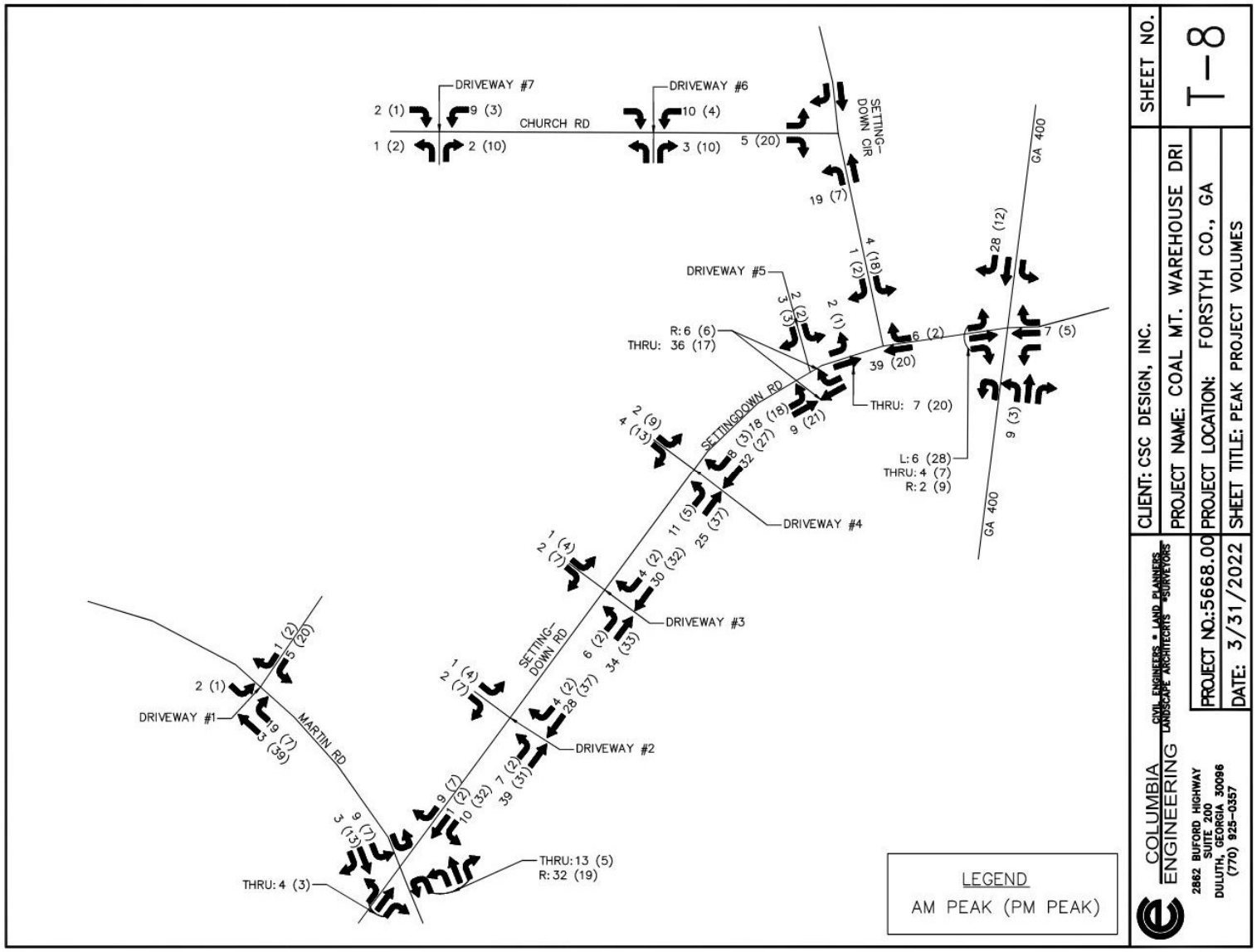
grade the intersection operations. Table 5 and 5 report the thresholds utilized for unsignalized and signalized intersections, respectively.

The study network intersections were analyzed with existing geometry for both the existing and total traffic scenarios. See Table 7 for Level of Service summaries.

The project traffic driveways were analyzed assuming a two-lane project driveway, with one inbound and one outbound lane. No auxiliary lane improvements to Settingdown Road or Church Road were assumed.

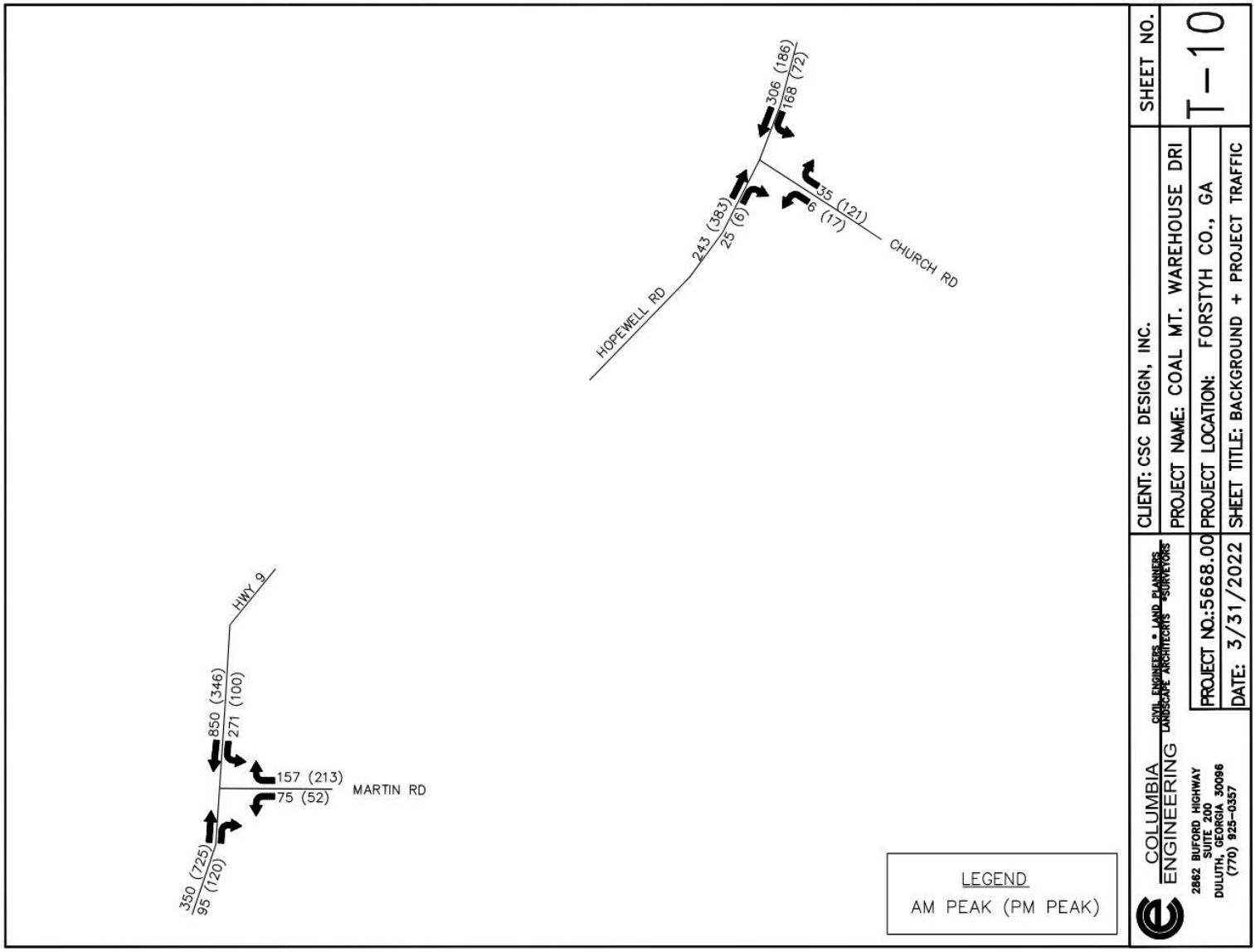
Figure 7: Project Peak Traffic Assignment

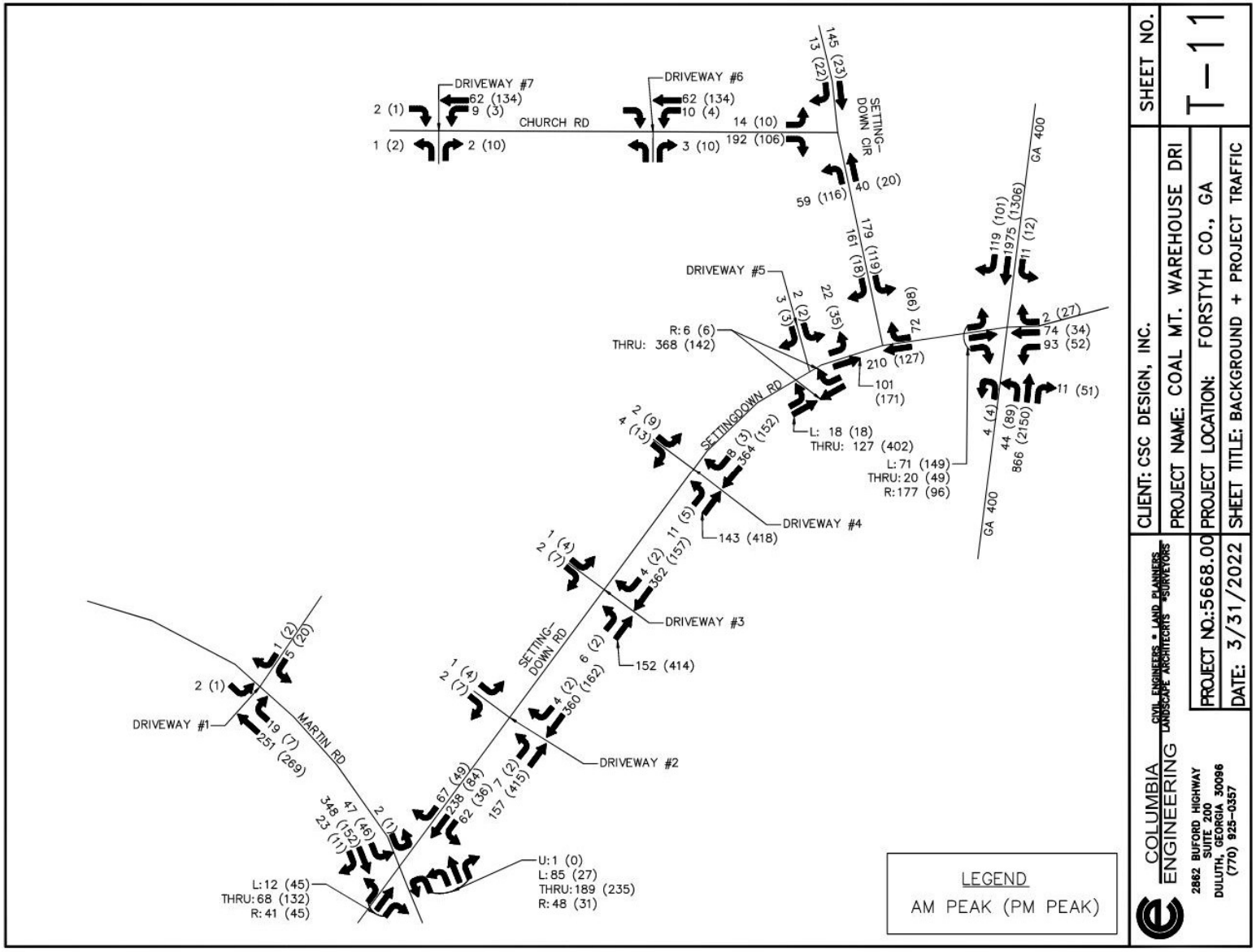



DRIVEWAY #7
DRIVEWAY #6
CHURCH RD
SETTING-DOWN CIR
DRIVEWAY #5
SETTINGDOWN RD
DRIVEWAY #4
DRIVEWAY #3
DRIVEWAY #2
DRIVEWAY #1
MARTIN RD
GA 400
R: 6 (6)
THRU: 36 (17)
THRU: 7 (20)
L: 6 (28)
THRU: 4 (7)
R: 2 (9)
THRU: 13 (5)
R: 32 (19)
THRU: 4 (3)
LEGEND
AM PEAK (PM PEAK)
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
SHEET TITLE: PEAK PROJECT VOLUMES
SHEET NO.
T-8
PROJECT NO.:5668.00
DATE: 3/31/2022
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357

GA 400
MARTIN RD
43 (23)
10 (36)
1 (2)
2 (1)
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357
PROJECT NO.:5668.00
DATE: 3/31/2022
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
SHEET TITLE: PEAK PROJECT VOLUMES
SHEET NO.
T-9

Figure 8: Background + Project (Total) Traffic




DRIVEWAY #7
DRIVEWAY #6
CHURCH RD
SETTING-DOWN CIR
DRIVEWAY #5
SETTINGDOWN RD
DRIVEWAY #4
DRIVEWAY #3
SETTING-DOWN RD
DRIVEWAY #2
DRIVEWAY #1
MARTIN RD
GA 400
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY SUITE 200 DULUTH, GEORGIA 30096 (770) 925-0357
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT LOCATION: FORSTYH CO., GA
SHEET TITLE: BACKGROUND + PROJECT TRAFFIC
PROJECT NO.:5668.00
DATE: 3/31/2022
SHEET NO.
T – 11

GA 400
MARTIN RD
1 (0)
103 (132)
1003 (2071)
48 (138)
129 (112)
244 (112)
1 (7)
2 (10)
1920 (1223)
88 (134)
3 (1)
93 (183)
245 (145)
157 (65)
LEGEND
AM PEAK (PM PEAK)
COLUMBIA ENGINEERING
CIVIL ENGINEERS • LAND PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
2862 BUFORD HIGHWAY
SUITE 200
DULUTH, GEORGIA 30096
(770) 925-0357
CLIENT: CSC DESIGN, INC.
PROJECT NAME: COAL MT. WAREHOUSE DRI
PROJECT NO.:5668.00
PROJECT LOCATION: FORSTYH CO., GA
DATE: 3/31/2022
SHEET TITLE: BACKGROUND + PROJECT TRAFFIC
SHEET NO.
T-12

Table 5: Level of Service Criteria – Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Table 6: Level of Service Criteria – Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F[1]	>80	Forced flow (congested and queues fail to clear)

Table 7: Level of Service Analysis Summary

Intersection	Movement	Existing Traffic				Background Traffic				Background Plus Project Traffic			
		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period	
		Sec/Veh	LOS	Sec/Veh	LOS	Sec/Veh	LOS	Sec/Veh	LOS	Sec/Veh	LOS	Sec/Veh	LOS
Settingdown Road & Martin Road Roundabout	NB	5.1	A	5.6	A	5.3	A	5.9	A	5.9	A	6.5	A
	SB	9.4	A	4.3	A	10.3	B	4.4	A	11.3	B	4.9	A
	NE	5.5	A	4.9	A	5.8	A	5.1	A	6.2	A	5.7	A
	SW	7.1	A	4.8	A	A	7.6	4.9	A	8.4	A	5.8	A
SR 9 & Martin Road	WBL	227.6	F	36.8	E	348.1	F	44.8	E	376.5	F	48.1	E
	WBR	11.8	B	22.7	C	12.2	B	26.5	D	12.2	B	26.5	D
	SBL	8.9	A	A	9.7	9.0	A	9.9	A	9.0	A	9.9	A
Church Road & Hopewell Road	NWL	11.6	B	12.8	B	11.9	B	13.4	B	11.9	B	13.5	B
	SBL	8.2	A	8.3	A	8.3	A	8.4	A	8.3	A	8.4	A
Settingdown Circle & Church Road	NBL	7.6	A	7.5	A	7.6	A	7.5	A	7.8	A	7.6	A
	EBL	10.4	B	9.1	A	10.6	B	9.1	A	10.8	B	9.3	A
Settingdown Road & Settingdown Circle	EBL	7.8	A	7.7	A	7.8	A	7.7	A	7.9	A	7.8	A
	SBL	14.7	B	12.0	B	15.7	C	12.4	B	17.5	C	13.6	B
Settingdown Road & GA 400 (Signalized)	Intersection Summary	16.8	B	123.7	F	20.4	C	153.8	F	33.8	C	164.9	F
Martin Road & GA 400 (Signalized)	Intersection Summary	37.7	D	277.0	F	48.7	D	314.6	F	76.0	E	321.0	F

Table 7 (Continued): Project Driveway Level of Service Analysis Summary

Intersection	Movement	Background Plus Project Traffic			
		AM Peak Period		PM Peak Period	
		Sec/Veh	LOS	Sec/Veh	LOS
Driveway 1 at Martin Road	SEL	8.2	A	8.2	A
	SWL	10.6	B	10.8	B
Driveway 2 at Settingdown Road	NEL	8.5	A	7.9	A
	SEL	11.8	B	11.2	B
Driveway 3 at Settingdown Road	NEL	8.5	A	7.9	A
	SEL	11.8	B	11.2	B
Driveway 4 at Settingdown Road	NEL	8.6	A	7.9	A
	SEL	12.0	B	11.6	B
Driveway 5 at Settingdown Road	NEL	8.6	A	7.9	A
	SBL	12.1	B	11.4	B
Driveway 6 at Church Road	NBL	8.6	A	8.6	A
	WBL	7.5	A	7.5	A
Driveway 7 at Church Road	NBL	8.8	A	8.8	A
	WBL	7.5	A	7.5	A

Conclusions

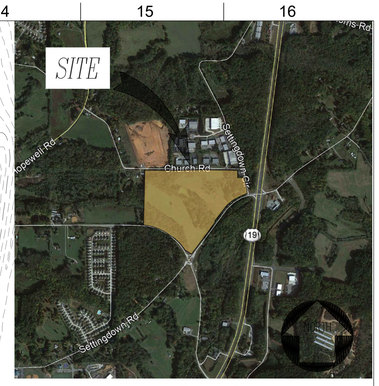
This report has analyzed traffic and safety conditions in the project vicinity of a proposed warehouse development along Settingdown Road within Forsyth County.

Based on this analysis, project traffic generation is very low. With multiple access points and driveways, the project is not anticipated to have any significant adverse impacts on the surrounding roadway network.

Two intersections in the study area, GA 400 at Martin Road and at Settingdown Road, currently operate at LOS F. At both intersections, it is the through movements on GA 400 that contribute to delay and to the poor LOS. In both cases, no project traffic is assigned to the through movements, indicating no significant impact on the intersections.

Appendices

Site Plan



LOCATION MAP

TOTAL SITE AREA: 55.395 ACRES
(2,413,024 FT²)

CURRENT ZONING: A1
PROP. REZONING DISTRICT: M1 – RESTRICTED INDUSTRIAL
REQUESTED REVIEW TIME: EXPEDITED

PROPOSED PARKING PER FORSYTH COUNTY STANDARDS:
621,000 TOTAL SQUARE FEET (606,000 SF WHOLESALE MERCHANDISE, 15,000 SF OFFICE)
PARKING REQUIRED: 353 SPACES REQUIRED FOR PROPOSED DEVELOPMENT (MAX 25% OVER MIN = 441)
(15,000 S.F. OFFICE) / (300 S.F. OFFICE/SPACE) = 50 SPOTS
(606,000 S.F. WHOLESALE MERCHANDISE) / (2,000 S.F. WAREHOUSE/SPACE) = 303 SPOTS
PARKING SPACES PROVIDED: 408 SPACES PROVIDED FOR PROPOSED BUILDING (15.6% GREATER THAN REQUIRED)

Course	Bearing	Distance
L1	S 32°32'06" E	10.00'
L2	N 44°29'31" W	10.00'
L3	S 52°24'59" E	20.14'
L4	N 38°26'37" W	69.02'
L5	S 89°23'39" E	201.62'
L6	S 88°42'30" E	29.29'
L7	S 09°23'49" E	147.45'
L8	N 83°06'11" E	101.52'
L9	S 09°22'51" E	14.39'
L10	S 88°42'30" E	103.25'
L11	S 09°22'51" E	132.73'

Curve	Radius	Length	Chord	Chord Bear.
C1	850.29'	287.86'	286.49'	S 67°10'09" W
C2	840.29'	175.44'	175.12'	S 51°29'21" W
C3	850.23'	117.63'	117.54'	S 41°32'42" W
C4	1383.64'	424.74'	423.08'	N 47°14'16" W
C5	924.22'	303.55'	302.18'	N 65°26'28" W
C6	1295.59'	194.47'	194.29'	N 79°09'00" W
C7	3030.36'	341.42'	341.24'	S 12°36'30" E
C8	1383.64'	317.72'	317.02'	N 45°01'19" W
C9	1383.64'	107.03'	107.00'	N 53°48'58" W

LEGAL DESCRIPTION:

ALL THAT TRACT OR PARCEL OF LAND LYING IN LAND LOTS 210, 211, 240, 241, AND 310, OF THE 14TH DISTRICT, 1ST SECTION, OF FORSYTH COUNTY, GEORGIA, AND BEING MORE FULLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE RIGHT-OF-WAY INTERSECTION OF THE NORTHWESTERLY RIGHT-OF-WAY OF SETTINGDOWN ROAD (R/W VARIES) AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SETTINGDOWN CIRCLE (60' R/W), THIS BEING THE POINT OF BEGINNING.

FROM THE POINT OF BEGINNING; THENCE ALONG SAID RIGHT-OF-WAY OF SETTINGDOWN ROAD, ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 287.86 FEET, A RADIUS OF 850.29 FEET, A CHORD BEARING OF SOUTH 67 DEGREES 10 MINUTES 09 SECONDS WEST, AND A CHORD LENGTH OF 286.49 FEET, TO A POINT; THENCE SOUTH 32 DEGREES 32 MINUTES 06 SECONDS EAST A DISTANCE OF 10.00 FEET TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 175.44 FEET, A RADIUS OF 840.29 FEET, A CHORD BEARING OF SOUTH 51 DEGREES 29 MINUTES 21 SECONDS WEST, AND A CHORD LENGTH OF 175.12 FEET, TO A POINT; THENCE NORTH 44 DEGREES 29 MINUTES 31 SECONDS WEST A DISTANCE OF 10.00 FEET TO A POINT; THENCE WITH A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 117.63 FEET, A RADIUS OF 850.23 FEET, A CHORD BEARING OF SOUTH 41 DEGREES 32 MINUTES 42 SECONDS WEST, AND A CHORD LENGTH OF 117.54 FEET, TO A POINT; THENCE SOUTH 37 DEGREES 34 MINUTES 54 SECONDS WEST A DISTANCE OF 315.67 FEET TO A R/W MONUMENT; THENCE SOUTH 52 DEGREES 24 MINUTES 59 SECONDS EAST A DISTANCE OF 20.14' FEET TO A R/W MONUMENT; THENCE SOUTH 36 DEGREES 26 MINUTES 58 SECONDS WEST A DISTANCE OF 834.14 FEET TO A POINT, BEING THE RIGHT-OF-WAY INTERSECTION OF THE NORTHWESTERLY R/W OF SETTINGDOWN ROAD (R/W VARIES) AND THE NORTHEASTERLY R/W OF MARTIN ROAD (60' R/W); THENCE DEPARTING SAID R/W OF SETTINGDOWN ROAD AND CONTINUING ALONG SAID R/W OF MARTIN ROAD, NORTH 57 DEGREES 53 MINUTES 32 SECONDS WEST A DISTANCE OF 177.57 FEET TO A POINT; THENCE NORTH 38 DEGREES 26 MINUTES 37 SECONDS WEST A DISTANCE OF 69.02 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 424.74 FEET, A RADIUS OF 1383.64 FEET, A CHORD BEARING OF NORTH 47 DEGREES 14 MINUTES 16 SECONDS WEST, AND A CHORD LENGTH OF 423.08 FEET, TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 303.55 FEET, A RADIUS OF 924.22 FEET, A CHORD BEARING OF NORTH 65 DEGREES 26 MINUTES 28 SECONDS WEST, AND A CHORD LENGTH OF 302.18 FEET; TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 194.47 FEET; A RADIUS OF 1295.59 FEET, A CHORD BEARING OF NORTH 79 DEGREES 09 MINUTES 00 SECONDS WEST, AND A CHORD LENGTH OF 194.29 FEET, TO AN IPS#4RB; THENCE DEPARTING SAID R/W NORTH 00 DEGREES 00 MINUTES 03 SECONDS WEST A DISTANCE OF 1124.13 FEET TO A IPF-1/2"CTP, FOUND ALONG THE SOUTHERLY R/W OF CHURCH ROAD (60' R/W); THENCE ALONG SAID R/W SOUTH 89 DEGREES 23 MINUTES 39 SECONDS EAST A DISTANCE OF 201.62 FEET TO A POINT; THENCE NORTH 89 DEGREES 57 MINUTES 13 SECONDS EAST A DISTANCE OF 209.65 FEET TO A POINT; THENCE NORTH 88 DEGREES 24 MINUTES 23 SECONDS EAST A DISTANCE OF 232.75 FEET TO A POINT; THENCE NORTH 89 DEGREES 30 MINUTES 02 SECONDS EAST A DISTANCE OF 322.40 FEET TO A POINT; THENCE NORTH 89 DEGREES 43 MINUTES 42 SECONDS EAST A DISTANCE OF 304.30 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 22 SECONDS EAST A DISTANCE OF 198.44 FEET TO A POINT; THENCE SOUTH 89 DEGREES 17 MINUTES 32 SECONDS EAST A DISTANCE OF 250.80 FEET TO A POINT; THENCE SOUTH 88 DEGREES 54 MINUTES 21 SECONDS EAST A DISTANCE OF 171.62 FEET TO A POINT; THENCE SOUTH 88 DEGREES 42 MINUTES 30 SECONDS EAST A DISTANCE OF 29.29 FEET TO AN IPS#4RB; THENCE SOUTH 09 DEGREES 23 MINUTES 49 SECONDS EAST A DISTANCE OF 147.45 FEET TO AN IPF-5/8"ROD; THENCE NORTH 83 DEGREES 06 MINUTES 11 SECONDS EAST A DISTANCE OF 101.52 FEET TO AN IPS#4RB, FOUND ALONG THE SOUTHWESTERLY RIGHT-OF-WAY OF SETTINGDOWN CIRCLE (60' R/W); THENCE ALONG SAID R/W SOUTH 09 DEGREES 22 MINUTES 51 SECONDS EAST A DISTANCE OF 14.39 FEET TO A POINT; THENCE ALONG A CURVE TO THE LEFT HAVING AN ARC LENGTH OF 341.42 FEET, A RADIUS OF 3030.36 FEET, A CHORD BEARING OF SOUTH 12 DEGREES 36 MINUTES 30 SECONDS EAST, AND A CHORD LENGTH OF 341.24 FEET, TO A POINT, THIS BEING THE POINT OF BEGINNING.

SAID TRACT OR PARCEL OF LAND CONTAINING 55.395 ACRES OR 2,413,023,768 SQUARE FEET.

NOTES:

1. THERE ARE NO RESTRICTED DRIVEWAYS OR ENTRANCES.
2. THERE ARE NO PROPOSED OR PROGRAMMED SIDEWALKS AND GREENWAYS.
3. THERE ARE NO EXISTING OR PROPOSED SIDEWALKS, BIKE LANES OR TRAILS.
4. THERE ARE NO EXISTING OR PROPOSED TRANSIT STOPS OR AMENITIES LOCATED NEAR SITE.

SCALE: 1"=100'

80 40 0 100 200
100 60 20 50 150

811 Know what's below. Call before you dig. Dial 811. Or Call 1.800.282.7411

CSC DESIGN, INC.
ARCHITECTS & ENGINEERS
135 P. Rickman Industrial Dr.
Suite 100, Canton, GA 30115
(770) 345-2579

JOB:	21-071
DRW:	MCZ
CHK:	MCZ

REVISIONS	NUMBER	COMMENTS
DATE		

COAL MOUNTAIN INDUSTRIAL

LAND LOTS 210, 211, 240 & 241, 14TH DISTRICT, 1ST SECTION
FORSYTH COUNTY, GEORGIA

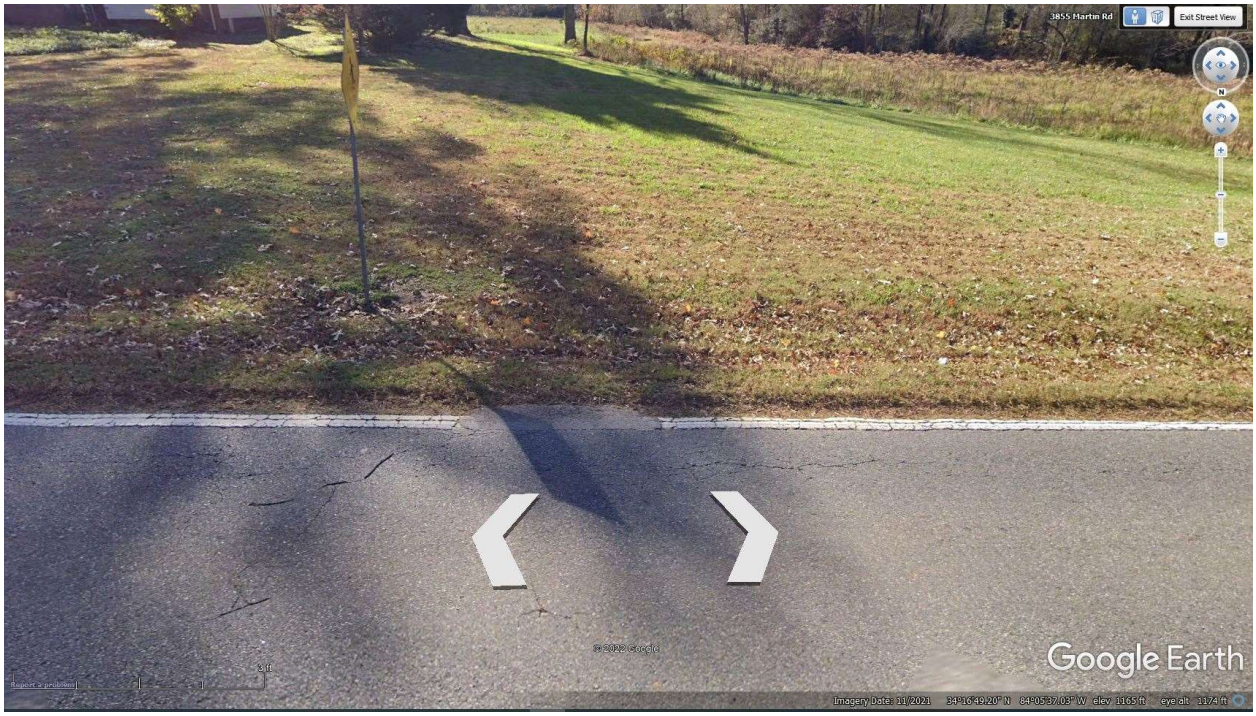
SITE PLAN

C-1

DATE: 03/07/2022

Appendices

Pavement Condition Photos


3855 Martin Rd
Exit Street View
Google Earth


3872 Martin Rd
Exit Street View
Google Earth

Martin Road


4320 Church Rd
Exit Street View
Google Earth
Imagery Date: 11/2019


4385 Church Rd
Exit Street View
25
M.P.H.
Google Earth
Imagery Date: 11/2019

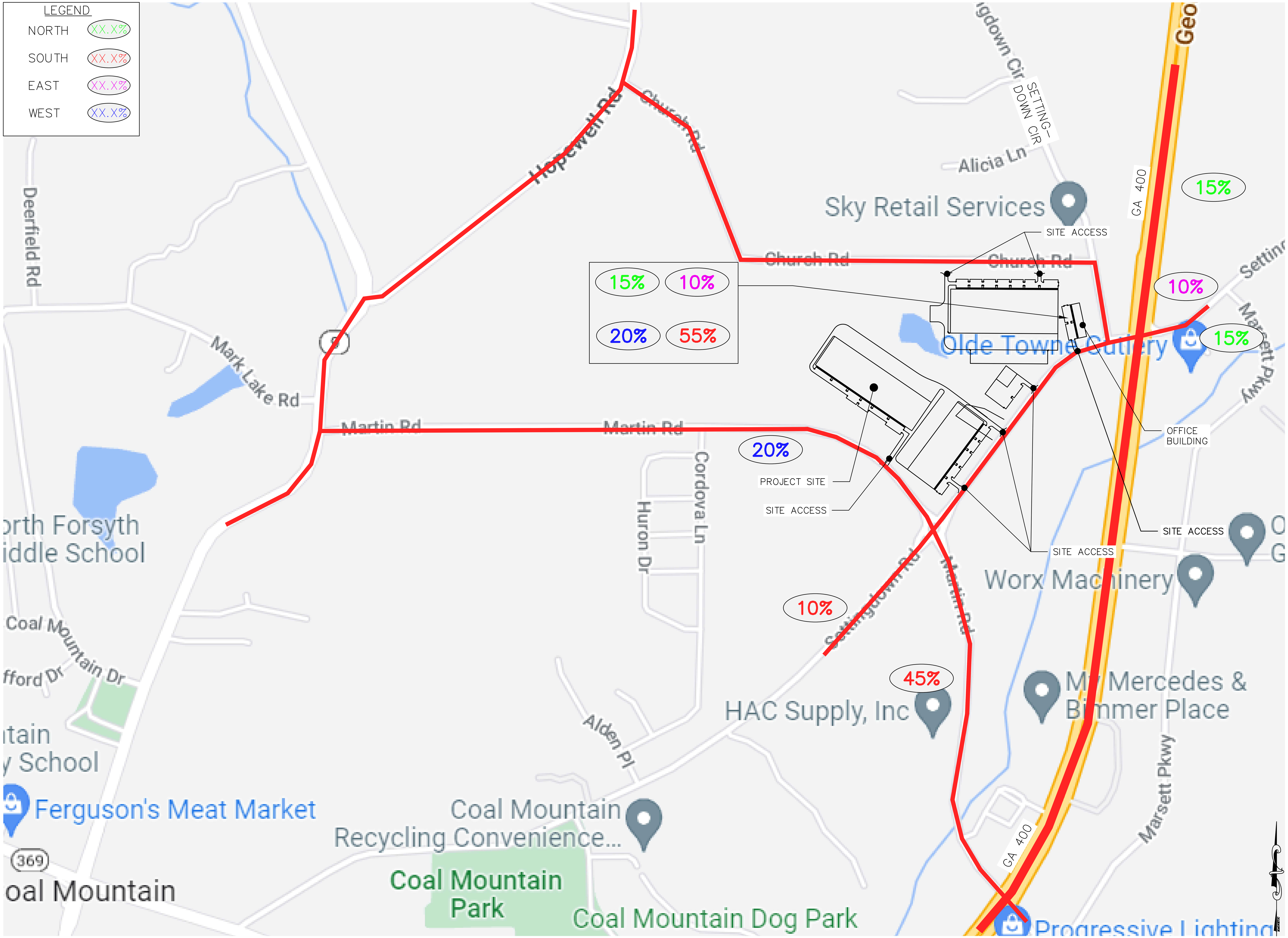
Church Road

SR 9 (Hopewell Rd)

SR 9 (Hopewell Rd)

Settingdown Circle

Settingdown Rd


LEGEND
NORTH XX.X%
SOUTH XX.X%
EAST XX.X%
WEST XX.X%
15%
10%
20%
55%
15%
10%
15%
20%
10%
45%
SITE ACCESS
OFFICE BUILDING
PROJECT SITE
SITE ACCESS
SITE ACCESS
SITE ACCESS
Hopewell Rd
Church Rd
Church Rd
Church Rd
Martin Rd
Martin Rd
Martin Rd
Mark Lake Rd
Settingdown Rd
Deerfield Rd
Cordova Ln
Huron Dr
Alden Pl
Alicia Ln
SETTING-DOWN CIR
GA 400
GA 400
Marsett Pkwy
Sky Retail Services
Olde Towne Cutlery
Worx Machinery
My Mercedes & Bimmer Place
HAC Supply, Inc
Coal Mountain Recycling Convenience...
Coal Mountain Park
Coal Mountain Dog Park
Ferguson's Meat Market
Coal Mountain Dr
369
Progressive Lighting

LEGEND

NORTH XX.X%

SOUTH XX.X%

EAST XX.X%

WEST XX.X%

10%

30%

40%

PROJECT SITE

SITE ACCESS

SITE ACCESS

SITE ACCESS

Hopewell Rd

Church Rd

Church Rd

Church Rd

Deerfield Rd

Mark Lake Rd

Martin Rd

Martin Rd

Cordova Ln

Huron Dr

Alden Pl

Settingdown Cir

Alicia Ln

SETTING-DOWN CIR

GA 400

GA 400

Marsett Pkwy

Marsett Pkwy

Sky Retail Services

Olde Towne Gallery

Worx Machinery

HAC Supply, Inc

Mr Mercedes & Bimmer Place

Progressive Lighting

Coal Mountain Recycling Convenience...

Coal Mountain Park

Coal Mountain Dog Park

Ferguson's Meat Market

Coal Mountain Dr

369

oal Mountain

orth Forsyth iddle School

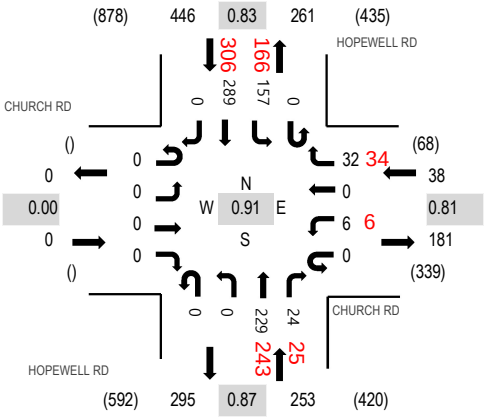
tain y School

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: #1 HOPEWELL RD & CHURCH RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

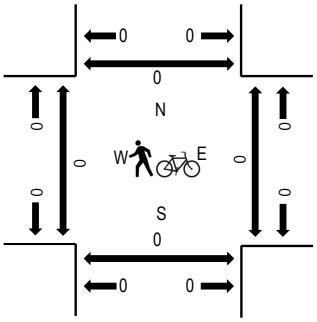
+ Growth Rate

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH RD Eastbound				CHURCH RD Westbound				HOPEWELL RD Northbound				HOPEWELL RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	2	0	1	0	0	14	2	0	31	56	0	106	643	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	5	0	0	36	4	0	43	69	0	158	728	0	0	0	0
7:30 AM	0	0	0	0	0	4	0	4	0	0	36	4	0	53	100	0	201	736	0	0	0	0
7:45 AM	0	0	0	0	0	5	0	4	0	0	36	9	0	47	77	0	178	737	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	8	0	0	59	3	0	47	74	0	191	723	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	9	0	0	58	8	0	28	62	0	166		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	11	0	0	76	4	0	35	76	0	202		0	0	0	0
8:45 AM	0	0	0	0	0	3	0	10	0	0	68	3	0	18	62	0	164		0	0	0	0

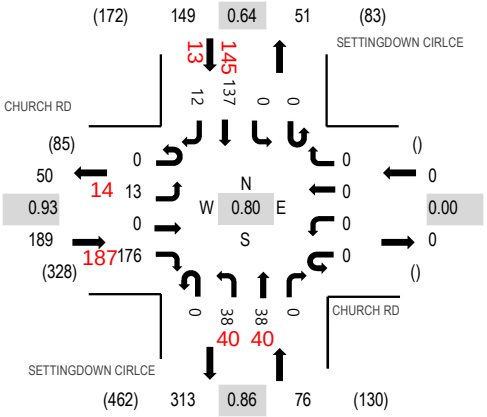
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	0	0	0	0	5	0	31	0	0	220	24	0	155	271	0	706
Mediums	0	0	0	0	0	1	0	1	0	0	7	0	0	2	17	0	28
Total	0	0	0	0	0	6	0	32	0	0	229	24	0	157	289	0	737

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

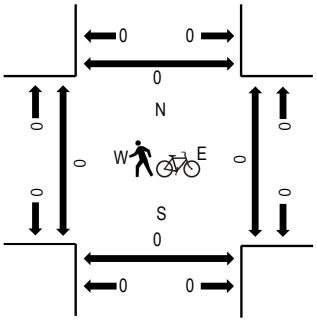
Location: #2 SETTINGDOWN CIRLCE & CHURCH RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH RD Eastbound				CHURCH RD Westbound				SETTINGDOWN CIRLCE Northbound				SETTINGDOWN CIRLCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	0	30	0	0	0	0	0	1	5	0	0	0	2	0	39	356	0	0	0	0
7:15 AM	0	4	0	43	0	0	0	0	0	6	3	0	0	0	10	2	68	408	0	0	0	0
7:30 AM	0	2	0	51	0	0	0	0	0	6	12	0	0	0	42	6	119	414	0	0	0	0
7:45 AM	0	6	0	48	0	0	0	0	0	6	12	0	0	0	57	1	130	353	0	0	0	0
8:00 AM	0	2	0	45	0	0	0	0	0	12	7	0	0	0	23	2	91	274	0	0	0	0
8:15 AM	0	3	0	32	0	0	0	0	0	14	7	0	0	0	15	3	74		0	0	0	0
8:30 AM	0	2	0	33	0	0	0	0	0	13	3	0	0	0	6	1	58		0	0	0	0
8:45 AM	0	3	0	23	0	0	0	0	0	12	11	0	0	0	2	0	51		0	0	0	0

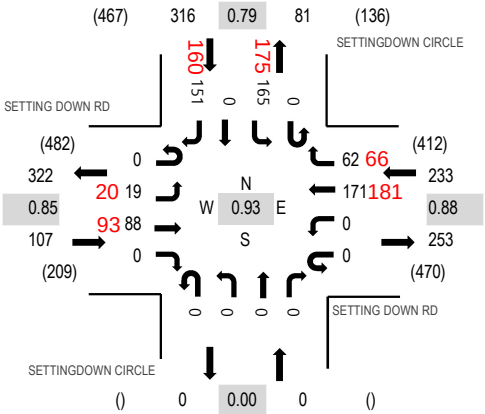
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2
Lights	0	12	0	172	0	0	0	0	0	36	37	0	0	0	132	11	400
Mediums	0	1	0	3	0	0	0	0	0	2	1	0	0	0	4	1	12
Total	0	13	0	176	0	0	0	0	0	38	38	0	0	0	137	12	414

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

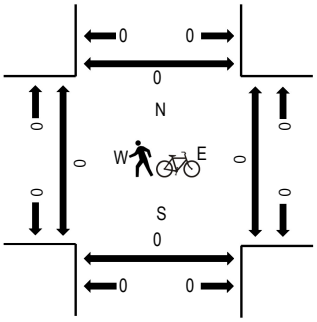
Location: #3 SETTINGDOWN CIRCLE & SETTING DOWN RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SETTING DOWN RD Eastbound				SETTING DOWN RD Westbound				SETTINGDOWN CIRCLE Northbound				SETTINGDOWN CIRCLE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	16	0	0	0	29	5	0	0	0	0	0	29	0	2	82	546	0	0	0	0
7:15 AM	0	3	24	0	0	0	37	6	0	0	0	0	0	43	0	9	122	638	0	0	0	0
7:30 AM	0	6	19	0	0	0	39	12	0	0	0	0	0	46	0	44	166	656	0	0	0	0
7:45 AM	0	5	19	0	0	0	36	14	0	0	0	0	0	40	0	62	176	620	0	0	0	0
8:00 AM	0	5	23	0	0	0	51	17	0	0	0	0	0	49	0	29	174	542	0	0	0	0
8:15 AM	0	3	27	0	0	0	45	19	0	0	0	0	0	30	0	16	140		0	0	0	0
8:30 AM	0	0	34	0	0	0	40	16	0	0	0	0	0	26	0	14	130		0	0	0	0
8:45 AM	0	3	21	0	0	0	25	21	0	0	0	0	0	24	0	4	98		0	0	0	0

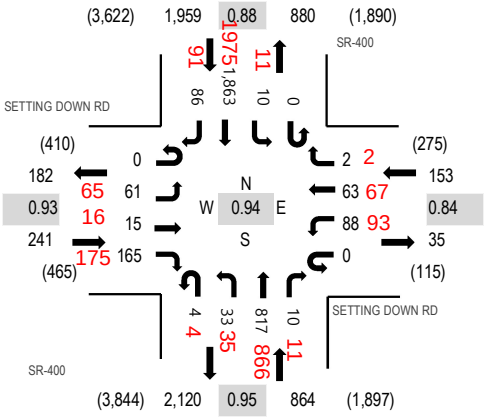
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	1	5
Lights	0	19	83	0	0	0	166	59	0	0	0	0	0	161	0	145	633
Mediums	0	0	4	0	0	0	3	3	0	0	0	0	0	3	0	5	18
Total	0	19	88	0	0	0	171	62	0	0	0	0	0	165	0	151	656

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

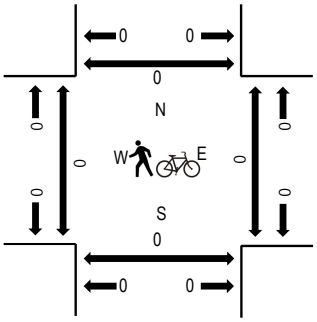
Location: #4 SR-400 & SETTING DOWN RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SETTING DOWN RD Eastbound				SETTING DOWN RD Westbound				SR-400 Northbound				SR-400 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	19	0	32	0	23	10	0	0	6	158	2	0	1	536	22	809	3,217	0	0	0	0
7:15 AM	0	21	1	47	0	19	10	0	0	9	210	0	0	2	510	30	859	3,198	0	0	0	0
7:30 AM	0	11	4	47	0	24	18	0	1	8	219	2	0	3	428	17	782	3,154	0	0	0	0
7:45 AM	0	10	10	39	0	22	25	2	3	10	230	6	0	4	389	17	767	3,090	0	0	0	0
8:00 AM	0	12	14	44	0	16	28	1	1	14	228	3	0	6	398	25	790	3,042	0	0	0	0
8:15 AM	0	12	12	30	0	12	15	0	0	18	232	7	0	4	440	33	815		0	0	0	0
8:30 AM	0	25	5	25	0	20	7	0	1	15	238	4	0	7	342	29	718		0	0	0	0
8:45 AM	0	15	8	22	0	12	9	2	0	18	245	9	0	1	361	17	719		0	0	0	0

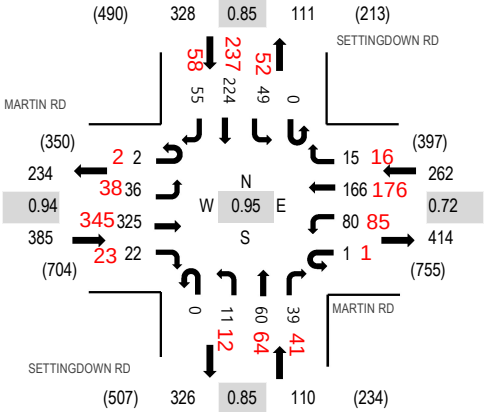
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	1	0	0	0	0	0	0	22	0	0	0	15	1	42
Lights	0	58	14	161	0	87	62	2	4	30	737	10	0	10	1,799	85	3,059
Mediums	0	0	1	3	0	1	1	0	0	3	58	0	0	0	49	0	116
Total	0	61	15	165	0	88	63	2	4	33	817	10	0	10	1,863	86	3,217

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

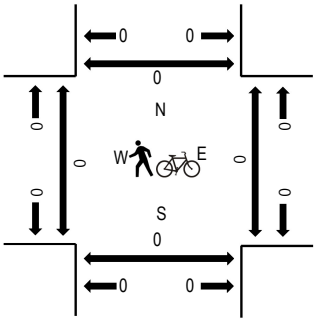
Location: #5 SETTINGDOWN RD & MARTIN RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SETTINGDOWN RD Northbound				SETTINGDOWN RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	69	1	0	7	13	0	0	1	12	11	0	1	24	7	155	901	0	0	0	0
7:15 AM	0	10	81	5	0	10	26	1	0	2	14	10	0	1	43	3	206	1,032	0	0	0	0
7:30 AM	1	6	92	3	0	14	32	2	0	4	15	6	0	17	57	5	254	1,085	0	0	0	0
7:45 AM	1	11	80	5	1	20	45	1	0	4	13	9	0	20	59	17	286	1,039	0	0	0	0
8:00 AM	0	7	74	4	0	34	51	6	0	0	15	12	0	5	59	19	286	924	0	0	0	0
8:15 AM	0	12	79	10	0	12	38	6	0	3	17	12	0	7	49	14	259		0	0	0	0
8:30 AM	0	9	65	1	0	14	25	1	1	0	24	14	0	8	35	11	208		0	0	0	0
8:45 AM	0	6	60	3	0	12	26	0	0	0	16	19	0	2	25	2	171		0	0	0	0

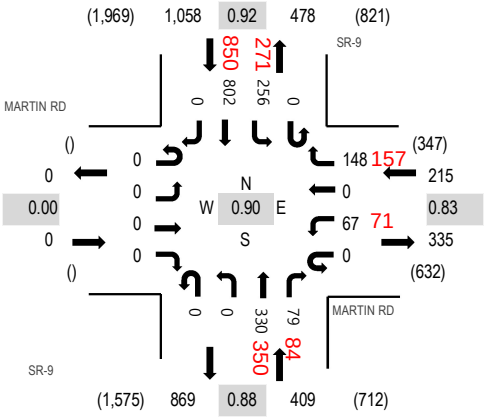
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	5
Lights	2	35	319	22	1	76	160	15	0	10	56	38	0	48	214	53	1,049
Mediums	0	1	5	0	0	4	6	0	0	1	3	1	0	1	7	2	31
Total	2	36	325	22	1	80	166	15	0	11	60	39	0	49	224	55	1,085

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

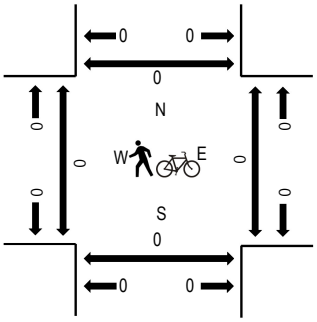
Location: #6 SR-9 & MARTIN RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SR-9 Northbound				SR-9 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	9	0	12	0	0	30	6	0	65	143	0	265	1,422	0	0	0	0
7:15 AM	0	0	0	0	0	8	0	26	0	0	72	13	0	66	204	0	389	1,623	0	0	0	0
7:30 AM	0	0	0	0	0	5	0	35	0	0	49	15	0	73	203	0	380	1,663	0	0	0	0
7:45 AM	0	0	0	0	0	19	0	40	0	0	55	12	0	74	188	0	388	1,682	0	0	0	0
8:00 AM	0	0	0	0	0	16	0	50	0	0	77	23	0	62	238	0	466	1,606	0	0	0	0
8:15 AM	0	0	0	0	0	17	0	36	0	0	86	26	0	59	205	0	429		0	0	0	0
8:30 AM	0	0	0	0	0	15	0	22	0	0	112	18	0	61	171	0	399		0	0	0	0
8:45 AM	0	0	0	0	0	13	0	24	0	0	95	23	0	36	121	0	312		0	0	0	0

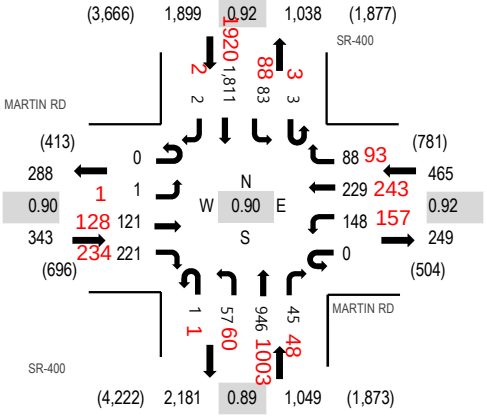
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	5	0	0	1	4	0	11
Lights	0	0	0	0	0	62	0	144	0	0	314	75	0	251	763	0	1,609
Mediums	0	0	0	0	0	5	0	3	0	0	11	4	0	4	35	0	62
Total	0	0	0	0	0	67	0	148	0	0	330	79	0	256	802	0	1,682

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

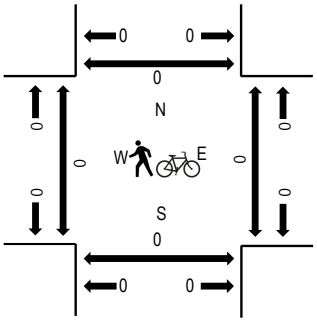
Location: #7 SR-400 & MARTIN RD AM
Date: Wednesday, February 9, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SR-400 Northbound				SR-400 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	20	54	0	43	13	13	0	5	152	3	0	17	493	0	814	3,682	0	0	0	0
7:15 AM	0	2	32	54	0	30	28	20	0	7	197	14	0	32	441	2	859	3,717	0	0	0	0
7:30 AM	0	0	37	74	0	33	46	22	0	24	240	20	0	25	527	0	1,048	3,756	0	0	0	0
7:45 AM	0	0	20	36	0	44	55	21	1	10	276	8	1	12	477	0	961	3,514	0	0	0	0
8:00 AM	0	1	36	57	0	32	66	20	0	11	199	12	1	24	388	2	849	3,334	0	0	0	0
8:15 AM	0	0	28	54	0	39	62	25	0	12	231	5	1	22	419	0	898		0	0	0	0
8:30 AM	0	2	39	61	0	49	16	21	0	11	204	7	0	13	381	2	806		0	0	0	0
8:45 AM	0	0	41	47	0	37	24	22	0	15	204	5	1	32	351	2	781		0	0	0	0

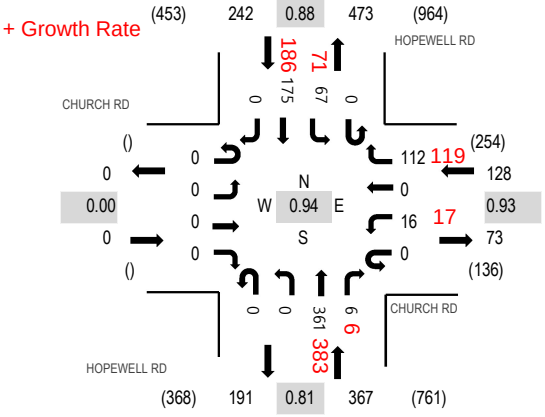
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	22	1	0	0	20	0	44
Lights	0	1	117	217	0	146	218	85	1	56	850	41	3	82	1,742	2	3,561
Mediums	0	0	3	4	0	2	11	3	0	1	74	3	0	1	49	0	151
Total	0	1	121	221	0	148	229	88	1	57	946	45	3	83	1,811	2	3,756

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

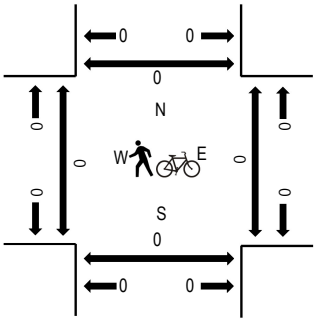
Location: #1 HOPEWELL RD & CHURCH RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH RD Eastbound				CHURCH RD Westbound				HOPEWELL RD Northbound				HOPEWELL RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	8	0	22	0	0	69	1	0	10	46	0	156	731	0	0	0	0
4:15 PM	0	0	0	0	0	4	0	27	0	0	115	3	0	9	40	0	198	729	0	0	0	0
4:30 PM	0	0	0	0	0	4	0	26	0	0	120	2	0	16	28	0	196	727	0	0	0	0
4:45 PM	0	0	0	0	0	6	0	29	0	0	83	1	0	21	41	0	181	723	0	0	0	0
5:00 PM	0	0	0	0	0	9	0	21	0	0	66	0	0	19	39	0	154	737	0	0	0	0
5:15 PM	0	0	0	0	0	3	0	32	0	0	99	1	0	15	46	0	196		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	28	0	0	107	1	0	14	40	0	192		0	0	0	0
5:45 PM	0	0	0	0	0	2	0	31	0	0	89	4	0	19	50	0	195		0	0	0	0

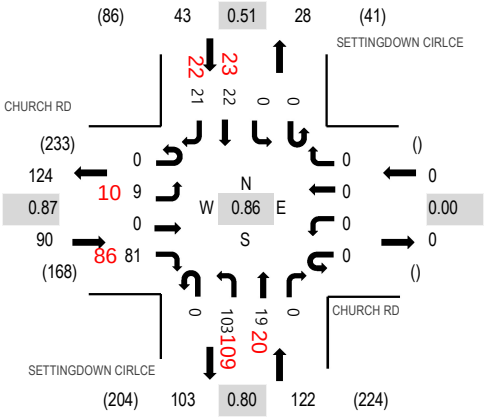
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	16	0	110	0	0	359	6	0	67	170	0	728
Mediums	0	0	0	0	0	0	0	2	0	0	2	0	0	0	5	0	9
Total	0	0	0	0	0	16	0	112	0	0	361	6	0	67	175	0	737

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

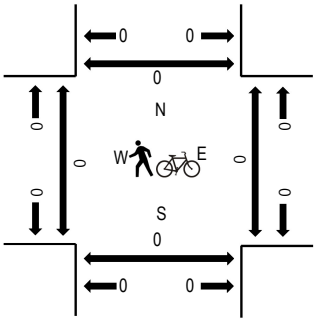
Location: #2 SETTINGDOWN CIRLCE & CHURCH RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	CHURCH RD Eastbound				CHURCH RD Westbound				SETTINGDOWN CIRLCE Northbound				SETTINGDOWN CIRLCE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	0	25	0	0	0	0	0	20	3	0	0	0	20	5	74	251	0	0	0	0
4:15 PM	0	1	0	15	0	0	0	0	0	27	1	0	0	0	3	5	52	242	0	0	0	0
4:30 PM	0	4	0	17	0	0	0	0	0	21	5	0	0	0	2	2	51	255	0	0	0	0
4:45 PM	0	5	0	20	0	0	0	0	0	29	6	0	0	0	8	6	74	250	0	0	0	0
5:00 PM	0	0	0	26	0	0	0	0	0	20	3	0	0	0	6	10	65	227	0	0	0	0
5:15 PM	0	0	0	18	0	0	0	0	0	33	5	0	0	0	6	3	65		0	0	0	0
5:30 PM	0	0	0	16	0	0	0	0	0	23	3	0	0	0	4	0	46		0	0	0	0
5:45 PM	0	3	0	17	0	0	0	0	0	24	1	0	0	0	1	5	51		0	0	0	0

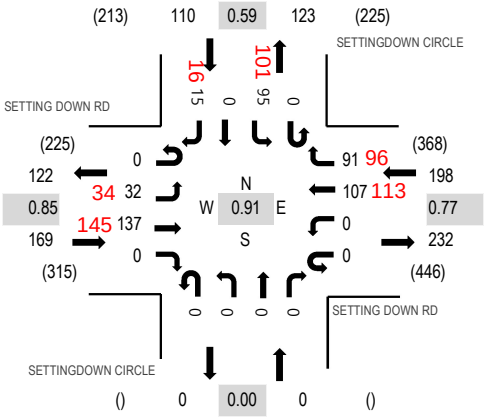
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	9	0	80	0	0	0	0	0	102	17	0	0	0	20	20	248
Mediums	0	0	0	1	0	0	0	0	0	1	2	0	0	0	1	1	6
Total	0	9	0	81	0	0	0	0	0	103	19	0	0	0	22	21	255

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

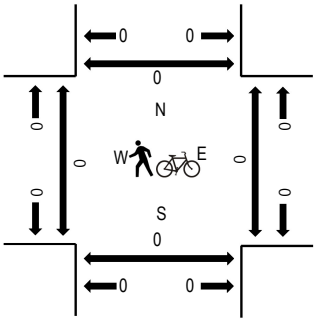
Location: #3 SETTINGDOWN CIRCLE & SETTING DOWN RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SETTING DOWN RD Eastbound				SETTING DOWN RD Westbound				SETTINGDOWN CIRCLE Northbound				SETTINGDOWN CIRCLE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	21	0	0	0	27	21	0	0	0	0	0	40	0	9	121	458	0	0	0	0
4:15 PM	0	4	35	0	0	0	24	24	0	0	0	0	0	12	0	4	103	449	0	0	0	0
4:30 PM	0	9	41	0	0	0	28	18	0	0	0	0	0	19	0	2	117	477	0	0	0	0
4:45 PM	0	7	28	0	0	0	25	27	0	0	0	0	0	25	0	5	117	466	0	0	0	0
5:00 PM	0	10	35	0	0	0	22	14	0	0	0	0	0	29	0	2	112	438	0	0	0	0
5:15 PM	0	6	33	0	0	0	32	32	0	0	0	0	0	22	0	6	131		0	0	0	0
5:30 PM	0	5	44	0	0	0	18	20	0	0	0	0	0	16	0	3	106		0	0	0	0
5:45 PM	0	4	30	0	0	0	15	21	0	0	0	0	0	16	0	3	89		0	0	0	0

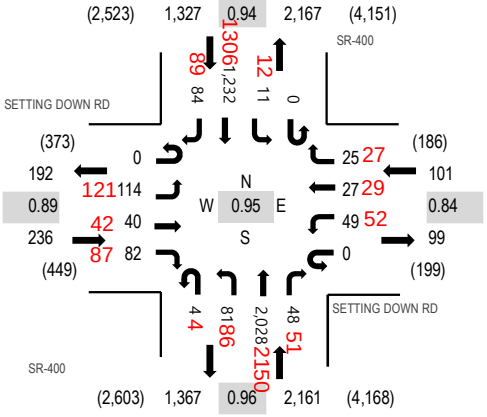
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
Lights	0	30	135	0	0	0	105	90	0	0	0	0	0	91	0	14	465
Mediums	0	2	2	0	0	0	2	1	0	0	0	0	0	2	0	1	10
Total	0	32	137	0	0	0	107	91	0	0	0	0	0	95	0	15	477

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

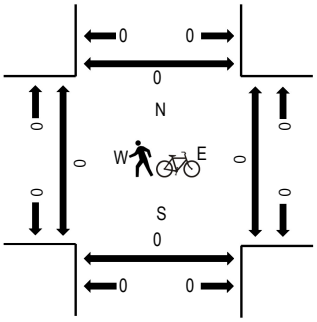
Location: #4 SR-400 & SETTING DOWN RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	SETTING DOWN RD Eastbound				SETTING DOWN RD Westbound				SR-400 Northbound				SR-400 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	22	7	30	0	15	8	4	0	19	443	12	0	2	278	28	868	3,567	0	0	0	0
4:15 PM	0	30	12	10	0	11	9	5	0	21	427	18	0	4	256	14	817	3,702	0	0	0	0
4:30 PM	0	29	13	16	0	9	5	4	1	16	527	13	0	1	325	26	985	3,825	0	0	0	0
4:45 PM	0	30	4	23	0	14	6	10	0	22	463	13	0	2	292	18	897	3,797	0	0	0	0
5:00 PM	0	26	11	29	0	18	8	2	2	18	533	12	0	3	325	16	1,003	3,759	0	0	0	0
5:15 PM	0	29	12	14	0	8	8	9	1	25	505	10	0	5	290	24	940		0	0	0	0
5:30 PM	0	33	7	16	0	6	4	2	0	24	521	10	0	0	321	13	957		0	0	0	0
5:45 PM	0	21	9	16	0	14	4	3	1	21	473	17	0	2	262	16	859		0	0	0	0

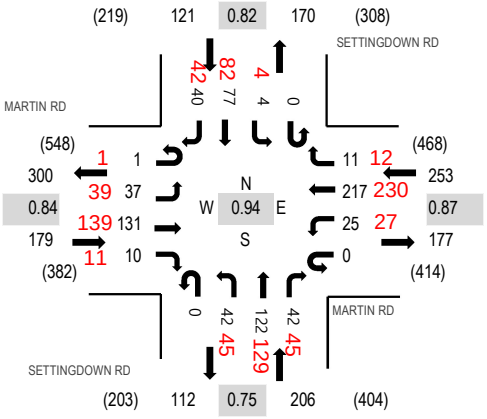
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	6	0	0	0	12	0	19
Lights	0	114	39	80	0	49	26	24	4	79	1,994	48	0	11	1,200	84	3,752
Mediums	0	0	1	1	0	0	1	1	0	2	28	0	0	0	20	0	54
Total	0	114	40	82	0	49	27	25	4	81	2,028	48	0	11	1,232	84	3,825

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

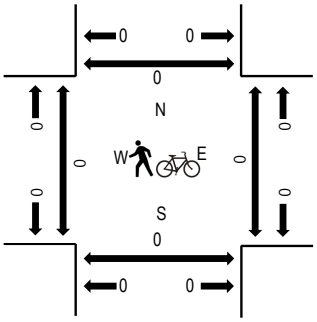
Location: #5 SETTINGDOWN RD & MARTIN RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SETTINGDOWN RD Northbound				SETTINGDOWN RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	41	3	1	8	48	0	0	5	13	12	0	3	22	8	170	733	0	0	0	0
4:15 PM	0	8	55	1	0	6	51	4	0	7	25	14	0	1	20	7	199	756	0	0	0	0
4:30 PM	0	16	39	4	0	5	47	2	0	13	34	10	0	1	15	13	199	759	0	0	0	0
4:45 PM	0	11	29	1	0	4	47	2	0	8	19	14	0	0	23	7	165	757	0	0	0	0
5:00 PM	0	7	34	1	0	9	58	4	0	10	36	9	0	1	14	10	193	740	0	0	0	0
5:15 PM	1	3	29	4	0	7	65	3	0	11	33	9	0	2	25	10	202		0	0	0	0
5:30 PM	0	7	30	2	2	5	54	0	0	15	42	20	0	2	11	7	197		0	0	0	0
5:45 PM	0	6	44	0	0	3	33	0	0	8	27	10	0	2	10	5	148		0	0	0	0

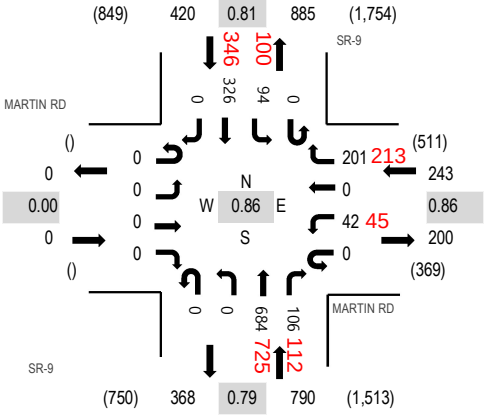
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	37	128	9	0	24	212	11	0	41	118	35	0	0	76	39	731
Mediums	0	0	3	1	0	1	5	0	0	1	4	7	0	4	1	1	28
Total	1	37	131	10	0	25	217	11	0	42	122	42	0	4	77	40	759

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

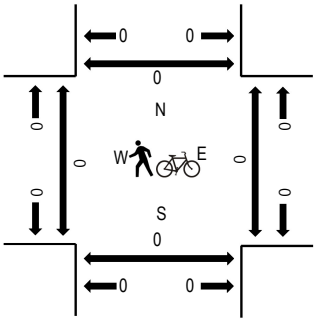
Location: #6 SR-9 & MARTIN RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SR-9 Northbound				SR-9 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	8	0	41	0	0	129	26	0	24	91	0	319	1,453	0	0	0	0
4:15 PM	0	0	0	0	0	11	0	50	0	0	201	35	0	25	76	0	398	1,447	0	0	0	0
4:30 PM	0	0	0	0	0	12	0	61	0	0	217	32	0	19	81	0	422	1,432	0	0	0	0
4:45 PM	0	0	0	0	0	11	0	49	0	0	137	13	0	26	78	0	314	1,365	0	0	0	0
5:00 PM	0	0	0	0	0	16	0	50	0	0	142	14	0	21	70	0	313	1,420	0	0	0	0
5:15 PM	0	0	0	0	0	16	0	66	0	0	182	10	0	31	78	0	383		0	0	0	0
5:30 PM	0	0	0	0	0	17	0	55	0	0	166	21	0	19	77	0	355		0	0	0	0
5:45 PM	0	0	0	0	0	6	0	42	0	0	166	22	0	31	102	0	369		0	0	0	0

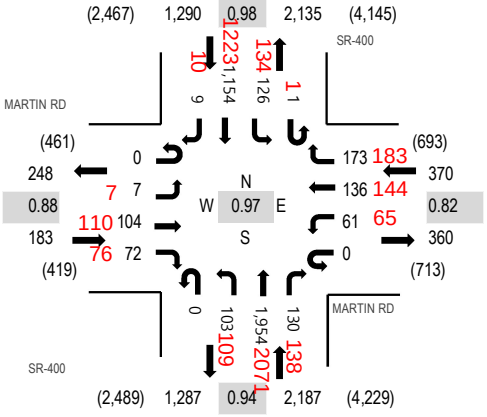
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	39	0	200	0	0	657	103	0	91	309	0	1,399
Mediums	0	0	0	0	0	3	0	1	0	0	26	3	0	3	17	0	53
Total	0	0	0	0	0	42	0	201	0	0	684	106	0	94	326	0	1,453

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

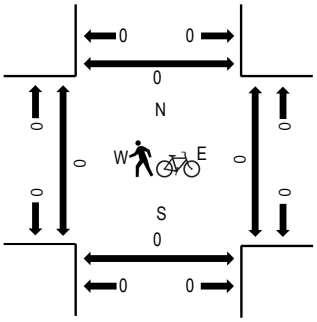
Location: #7 SR-400 & MARTIN RD PM
Date: Wednesday, February 9, 2022
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - Motorized Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	MARTIN RD Eastbound				MARTIN RD Westbound				SR-400 Northbound				SR-400 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	44	19	0	10	30	36	0	27	411	16	0	23	275	1	894	3,797	0	0	0	0
4:15 PM	0	2	34	25	0	18	27	40	0	38	447	29	1	18	255	2	936	3,901	0	0	0	0
4:30 PM	0	1	33	22	0	13	25	44	0	23	472	20	1	36	279	0	969	4,004	0	0	0	0
4:45 PM	0	4	23	19	0	14	30	27	0	20	496	35	1	28	299	2	998	4,030	0	0	0	0
5:00 PM	0	1	24	17	0	25	41	50	0	24	456	29	0	31	297	3	998	4,011	0	0	0	0
5:15 PM	0	1	18	18	0	7	37	57	0	27	525	29	0	35	282	3	1,039		0	0	0	0
5:30 PM	0	1	39	18	0	15	28	39	0	32	477	37	0	32	276	1	995		0	0	0	0
5:45 PM	0	4	37	13	0	16	23	41	0	17	508	34	0	29	257	0	979		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	1	0	1	9	0	14
Lights	0	5	97	67	0	59	130	171	0	103	1,921	129	1	125	1,118	9	3,935
Mediums	0	2	7	5	0	2	6	2	0	0	30	0	0	0	27	0	81
Total	0	7	104	72	0	61	136	173	0	103	1,954	130	1	126	1,154	9	4,030

All Traffic Data Services

www.alltrafficadata.net

Site Code: 1
Station ID: 1
CHURCH ROAD WEST OF
SETTINGDOWN CIRCLE

Start	09-Feb-22	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Time	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	24			2	21				
12:15		0	9			1	11				
12:30		2	19			1	13				
12:45		0	12	2	64	2	19	6	64	8	128
01:00		0	23			1	21				
01:15		0	17			0	12				
01:30		0	9			1	17				
01:45		0	9	0	58	0	14	2	64	2	122
02:00		0	14			0	8				
02:15		0	18			1	15				
02:30		1	11			1	25				
02:45		0	12	1	55	0	19	2	67	3	122
03:00		0	14			0	14				
03:15		0	6			0	23				
03:30		2	16			1	35				
03:45		2	17	4	53	1	29	2	101	6	154
04:00		4	28			1	23				
04:15		3	14			1	33				
04:30		1	24			0	31				
04:45		4	23	12	89	0	38	2	125	14	214
05:00		7	27			4	30				
05:15		14	22			3	36				
05:30		13	11			4	29				
05:45		10	21	44	81	4	32	15	127	59	208
06:00		15	18			5	33				
06:15		18	19			11	41				
06:30		32	10			16	25				
06:45		36	7	101	54	12	39	44	138	145	192
07:00		31	13			7	23				
07:15		48	5			16	21				
07:30		50	4			10	19				
07:45		57	4	186	26	14	18	47	81	233	107
08:00		54	4			16	21				
08:15		40	3			22	18				
08:30		32	3			13	20				
08:45		33	6	159	16	14	14	65	73	224	89
09:00		21	6			18	17				
09:15		20	4			8	6				
09:30		23	4			15	13				
09:45		25	2	89	16	11	11	52	47	141	63
10:00		15	0			7	8				
10:15		12	0			14	4				
10:30		10	4			15	0				
10:45		16	0	53	4	10	7	46	19	99	23
11:00		22	0			9	2				
11:15		10	0			18	3				
11:30		14	2			15	4				
11:45		18	0	64	2	14	2	56	11	120	13
Total		715	518			339	917			1054	1435
Percent		58.0%	42.0%			27.0%	73.0%			42.3%	57.7%
Grand Total		715	518			339	917			1054	1435
Percent		58.0%	42.0%			27.0%	73.0%			42.3%	57.7%
ADT		ADT 2,489		AADT 2,489							

All Traffic Data Services

www.alltrafficadata.net

Site Code: 2
Station ID: 2
SETTINGDOWN ROAD NORTH OF MARTIN ROAD

Start Time	09-Feb-22 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	13			0	15				
12:15		0	20			0	22				
12:30		1	22			0	35				
12:45		0	20	2	75	0	19	0	91	2	166
01:00		1	25			0	21				
01:15		2	17			0	32				
01:30		0	18			1	17				
01:45		0	31	3	91	0	20	1	90	4	181
02:00		1	28			1	23				
02:15		0	34			1	23				
02:30		0	29			0	15				
02:45		0	17	1	108	1	24	3	85	4	193
03:00		0	18			0	25				
03:15		0	26			0	30				
03:30		1	40			1	39				
03:45		0	42	1	126	3	21	4	115	5	241
04:00		1	21			1	34				
04:15		0	41			1	32				
04:30		0	53			0	34				
04:45		6	37	7	152	3	32	5	132	12	284
05:00		0	50			6	24				
05:15		4	41			5	43				
05:30		6	49			13	21				
05:45		6	33	16	173	8	20	32	108	48	281
06:00		3	34			16	22				
06:15		5	33			17	25				
06:30		10	24			26	16				
06:45		12	14	30	105	40	21	99	84	129	189
07:00		19	11			28	19				
07:15		26	7			46	20				
07:30		22	17			75	12				
07:45		23	9	90	44	91	15	240	66	330	110
08:00		27	13			90	12				
08:15		30	8			64	14				
08:30		34	7			55	8				
08:45		23	7	114	35	27	17	236	51	350	86
09:00		30	6			14	19				
09:15		25	7			22	8				
09:30		20	4			16	11				
09:45		24	2	99	19	13	9	65	47	164	66
10:00		22	5			20	6				
10:15		17	1			18	4				
10:30		18	4			12	7				
10:45		18	4	75	14	16	1	66	18	141	32
11:00		11	4			23	5				
11:15		19	2			18	1				
11:30		23	1			28	0				
11:45		22	1	75	8	23	1	92	7	167	15
Total		513	950			843	894			1356	1844
Percent		35.1%	64.9%			48.5%	51.5%			42.4%	57.6%
Grand Total		513	950			843	894			1356	1844
Percent		35.1%	64.9%			48.5%	51.5%			42.4%	57.6%
ADT		ADT 3,200		AADT 3,200							

All Traffic Data Services

www.alltrafficadata.net

Site Code: 3
Station ID: 3
MARTIN ROAD WEST OF
SETTINGDOWN ROAD

Start Time	09-Feb-22 Wed	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	18			7	24				
12:15		0	23			7	24				
12:30		1	18			9	40				
12:45		0	30	6	89	7	44	30	132	36	221
01:00		0	23			2	42				
01:15		1	33			1	27				
01:30		1	31			2	37				
01:45		1	22	3	109	0	30	5	136	8	245
02:00		0	29			1	34				
02:15		0	26			1	38				
02:30		0	49			1	41				
02:45		0	45	0	149	2	44	5	157	5	306
03:00		0	37			1	19				
03:15		0	67			2	35				
03:30		1	38			3	58				
03:45		0	19	1	161	1	45	7	157	8	318
04:00		0	31			0	52				
04:15		2	30			1	73				
04:30		2	36			1	67				
04:45		0	65	4	162	2	59	4	251	8	413
05:00		3	55			0	50				
05:15		1	58			1	54				
05:30		4	63			0	69				
05:45		6	38	14	214	1	68	2	241	16	455
06:00		6	38			5	72				
06:15		11	31			3	74				
06:30		13	42			5	77				
06:45		18	53	48	164	5	58	18	281	66	445
07:00		36	28			5	51				
07:15		42	39			10	63				
07:30		58	40			25	60				
07:45		58	21	194	128	26	55	66	229	260	357
08:00		62	23			24	45				
08:15		78	19			27	34				
08:30		89	14			45	36				
08:45		87	20	316	76	48	22	144	137	460	213
09:00		76	13			73	26				
09:15		96	10			55	29				
09:30		74	9			45	36				
09:45		74	17	320	49	42	30	215	121	535	170
10:00		44	8			20	22				
10:15		46	8			34	21				
10:30		30	6			31	18				
10:45		38	6	158	28	29	17	114	78	272	106
11:00		37	5			31	15				
11:15		22	5			31	17				
11:30		35	2			17	5				
11:45		28	0	122	12	25	4	104	41	226	53
Total		1186	1341			714	1961			1900	3302
Percent		46.9%	53.1%			26.7%	73.3%			36.5%	63.5%
Grand Total		1186	1341			714	1961			1900	3302
Percent		46.9%	53.1%			26.7%	73.3%			36.5%	63.5%
ADT		ADT 5,202		AADT 5,202							

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	187	40	40	145	13
Future Vol, veh/h	14	187	40	40	145	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	203	43	43	158	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	294	165	172	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	129	-	-	-	-	-
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	697	879	1405	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	675	879	1405	-	-	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	837	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	3.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	861	-	-
HCM Lane V/C Ratio	0.031	-	0.254	-	-
HCM Control Delay (s)	7.6	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	93	181	66	175	160
Future Vol, veh/h	20	93	181	66	175	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	101	197	72	190	174

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	269	0	-	0	378	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	145	-
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	1295	-	-	-	624	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1295	-	-	-	613	806
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	692
HCM Lane V/C Ratio	0.017	-	-	-	0.526
HCM Control Delay (s)	7.8	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	16	175	93	67	2	39	866	11	11	1975	91
Future Volume (veh/h)	65	16	175	93	67	2	39	866	11	11	1975	91
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	71	17	0	101	73	0	42	941	12	12	2147	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	122		298	152		167	2160	963	399	2073	925
Arrive On Green	0.05	0.07	0.00	0.07	0.08	0.00	0.04	0.61	0.61	0.01	0.58	0.58
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	71	17	0	101	73	0	42	941	12	12	2147	99
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	2.7	0.6	0.0	3.8	2.8	0.0	0.7	10.4	0.2	0.2	43.0	2.0
Cycle Q Clear(g_c), s	2.7	0.6	0.0	3.8	2.8	0.0	0.7	10.4	0.2	0.2	43.0	2.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	122		298	152		167	2160	963	399	2073	925
V/C Ratio(X)	0.29	0.14		0.34	0.48		0.25	0.44	0.01	0.03	1.04	0.11
Avail Cap(c_a), veh/h	277	457		298	457		219	2160	963	493	2073	925
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	32.5	0.0	29.4	32.4	0.0	17.9	7.7	5.7	6.5	15.3	6.8
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.7	2.3	0.0	0.8	0.6	0.0	0.0	29.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.3	0.0	1.6	1.3	0.0	0.4	2.8	0.1	0.1	19.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	33.0	0.0	30.0	34.7	0.0	18.7	8.4	5.7	6.5	45.0	7.1
LnGrp LOS	C	C		C	C		B	A	A	A	F	A
Approach Vol, veh/h		88	A		174	A		995			2258	
Approach Delay, s/veh		31.0			32.0			8.8			43.1	
Approach LOS		C			C			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	49.3	9.5	9.3	7.4	47.5	8.3	10.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	43.0	5.0	18.0	5.0	43.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	12.4	5.8	2.6	2.7	45.0	4.7	4.8
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	32.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Intersection	
Int Delay, s/veh	16.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	151	350	84	271	850
Future Vol, veh/h	71	151	350	84	271	850
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	164	380	91	295	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1894	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	1514	-	-	-	-	-
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	~ 77	667	-	-	1178	-
Stage 1	691	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 58	667	-	-	1178	-
Mov Cap-2 Maneuver	~ 58	-	-	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	151	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	119.6	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	58	667	1178	-
HCM Lane V/C Ratio	-	-	1.331	0.246	0.25	-
HCM Control Delay (s)	-	-	$ 348.1	12.2	9.1	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	6.7	1	1	-

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

Intersection	
Int Delay, s/veh	2.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	243	25	166	306	6	34
Future Vol, veh/h	243	25	166	306	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	264	27	180	333	7	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	291	0	971	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	693	-
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	-	-	1271	-	280	761
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1271	-	231	761
Mov Cap-2 Maneuver	-	-	-	-	231	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	410	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.9	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	566	1271	-
HCM Lane V/C Ratio	-	-	0.077	0.142	-
HCM Control Delay (s)	-	-	11.9	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.5	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	128	234	157	243	93	61	1003	48	91	1920	2
Future Volume (veh/h)	1	128	234	157	243	93	61	1003	48	91	1920	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	139	254	171	264	101	66	1090	52	99	2087	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	393	333	329	497	421	163	1694	756	295	1716	765
Arrive On Green	0.00	0.21	0.21	0.06	0.27	0.27	0.05	0.48	0.48	0.05	0.48	0.48
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	1	139	254	171	264	101	66	1090	52	99	2087	2
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	5.6	13.3	5.0	10.6	4.4	1.6	20.4	1.6	2.4	42.5	0.1
Cycle Q Clear(g_c), s	0.0	5.6	13.3	5.0	10.6	4.4	1.6	20.4	1.6	2.4	42.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	232	393	333	329	497	421	163	1694	756	295	1716	765
V/C Ratio(X)	0.00	0.35	0.76	0.52	0.53	0.24	0.41	0.64	0.07	0.34	1.22	0.00
Avail Cap(c_a), veh/h	330	393	333	329	497	421	183	1716	765	304	1716	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	29.6	32.7	26.7	27.6	25.3	20.4	17.4	12.5	13.3	22.8	11.8
Incr Delay (d2), s/veh	0.0	2.5	15.2	1.5	4.0	1.3	1.6	0.8	0.0	0.7	102.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	6.0	0.9	5.2	1.7	0.6	7.1	0.5	0.8	38.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.6	32.1	47.9	28.2	31.7	26.7	22.0	18.2	12.5	14.0	125.6	11.8
LnGrp LOS	C	C	D	C	C	C	C	B	B	B	F	B
Approach Vol, veh/h		394			536			1208			2188	
Approach Delay, s/veh		42.3			29.6			18.2			120.4	
Approach LOS		D			C			B			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	27.9	9.1	46.4	9.5	23.0	8.5	47.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	42.5	5.0	18.5	5.0	42.5
Max Q Clear Time (g_c+I1), s	2.0	12.6	4.4	22.4	7.0	15.3	3.6	44.5
Green Ext Time (p_c), s	0.0	0.9	0.0	7.0	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.5
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	NB	SB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	301	443	128	378
Demand Flow Rate, veh/h	307	452	130	385
Vehicles Circulating, veh/h	128	416	484	303
Vehicles Exiting, veh/h	486	272	383	132
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.3	10.6	5.9	7.7
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	307	452	130	385
Cap Entry Lane, veh/h	1211	903	842	1013
Entry HV Adj Factor	0.981	0.979	0.982	0.981
Flow Entry, veh/h	301	443	128	378
Cap Entry, veh/h	1188	884	827	994
V/C Ratio	0.254	0.501	0.154	0.380
Control Delay, s/veh	5.3	10.6	5.9	7.7
LOS	A	B	A	A
95th %tile Queue, veh	1	3	1	2

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	86	109	20	23	22
Future Vol, veh/h	10	86	109	20	23	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	93	118	22	25	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	295	37	49	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	258	-	-	-	-	-
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	696	1035	1558	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	642	1035	1558	-	-	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	973	-	-
HCM Lane V/C Ratio	0.076	-	0.107	-	-
HCM Control Delay (s)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

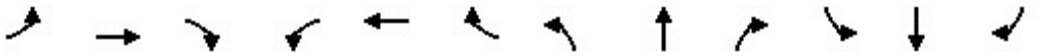
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	34	145	113	96	101	16
Future Vol, veh/h	34	145	113	96	101	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	158	123	104	110	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	227	0	-	0	407	175
Stage 1	-	-	-	-	175	-
Stage 2	-	-	-	-	232	-
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	1341	-	-	-	600	868
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	582	868
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	829	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	609
HCM Lane V/C Ratio	0.028	-	-	-	0.209
HCM Control Delay (s)	7.8	0	-	-	12.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	42	87	52	29	27	90	2150	51	12	1306	89
Future Volume (veh/h)	121	42	87	52	29	27	90	2150	51	12	1306	89
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	46	0	57	32	0	98	2337	55	13	1420	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	406	225		366	162		285	1540	687	179	1329	593
Arrive On Green	0.09	0.12	0.00	0.06	0.09	0.00	0.08	0.43	0.43	0.02	0.37	0.37
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	132	46	0	57	32	0	98	2337	55	13	1420	97
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	1.1	0.0	1.4	0.8	0.0	1.5	20.9	1.0	0.2	18.0	2.0
Cycle Q Clear(g_c), s	3.2	1.1	0.0	1.4	0.8	0.0	1.5	20.9	1.0	0.2	18.0	2.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	406	225		366	162		285	1540	687	179	1329	593
V/C Ratio(X)	0.33	0.20		0.16	0.20		0.34	1.52	0.08	0.07	1.07	0.16
Avail Cap(c_a), veh/h	432	700		453	700		335	1540	687	335	1329	593
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	19.1	0.0	18.3	20.4	0.0	11.0	13.6	8.0	12.4	15.1	10.0
Incr Delay (d2), s/veh	0.5	0.4	0.0	0.2	0.6	0.0	0.7	236.2	0.2	0.2	45.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.4	0.0	0.5	0.3	0.0	0.5	56.9	0.3	0.1	14.2	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	19.5	0.0	18.5	21.0	0.0	11.7	249.8	8.2	12.5	60.1	10.6
LnGrp LOS	B	B		B	C		B	F	A	B	F	B
Approach Vol, veh/h		178	A		89	A		2490			1530	
Approach Delay, s/veh		18.5			19.4			235.1			56.6	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	25.4	7.2	10.3	8.2	22.5	8.8	8.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	22.9	3.4	3.1	3.5	20.0	5.2	2.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	157.9
HCM 6th LOS	F

Notes

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

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	213	725	112	100	346
Future Vol, veh/h	45	213	725	112	100	346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	232	788	122	109	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1382	788	0	0	788	0
Stage 1	788	-	-	-	-	-
Stage 2	594	-	-	-	-	-
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	159	391	-	-	831	-
Stage 1	448	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	391	-	-	831	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	480	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.9	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	138	391	831	-
HCM Lane V/C Ratio	-	-	0.354	0.592	0.131	-
HCM Control Delay (s)	-	-	44.8	26.7	10	-
HCM Lane LOS	-	-	E	D	A	-
HCM 95th %tile Q(veh)	-	-	1.5	3.7	0.4	-

Intersection	
Int Delay, s/veh	3.1

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	383	6	71	186	17	119
Future Vol, veh/h	383	6	71	186	17	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	416	7	77	202	18	129

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	776	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	356	-
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	-	-	1136	-	366	633
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1136	-	338	633
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	655	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.3	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	571	1136	-
HCM Lane V/C Ratio	-	-	0.259	0.068	-
HCM Control Delay (s)	-	-	13.5	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	110	76	65	144	183	109	2071	138	135	1223	10
Future Volume (veh/h)	7	110	76	65	144	183	109	2071	138	135	1223	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	120	83	71	157	199	118	2251	150	147	1329	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	414	538	456	498	625	530	239	1023	456	258	1059	472
Arrive On Green	0.01	0.29	0.29	0.06	0.33	0.33	0.07	0.29	0.29	0.08	0.30	0.30
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	8	120	83	71	157	199	118	2251	150	147	1329	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.2	3.1	2.5	1.7	3.8	6.0	2.9	18.0	4.7	3.6	18.6	0.3
Cycle Q Clear(g_c), s	0.2	3.1	2.5	1.7	3.8	6.0	2.9	18.0	4.7	3.6	18.6	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	414	538	456	498	625	530	239	1023	456	258	1059	472
V/C Ratio(X)	0.02	0.22	0.18	0.14	0.25	0.38	0.49	2.20	0.33	0.57	1.25	0.02
Avail Cap(c_a), veh/h	537	538	456	539	625	530	258	1023	456	258	1059	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	16.9	16.7	13.8	15.1	15.9	16.4	22.3	17.5	16.2	21.9	15.5
Incr Delay (d2), s/veh	0.0	1.0	0.9	0.1	1.0	2.0	1.6	543.6	0.4	3.0	122.4	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	0.1	1.4	0.8	0.6	1.7	2.0	1.0	83.2	1.4	1.3	24.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	17.9	17.6	14.0	16.1	17.9	18.0	565.9	17.9	19.2	144.3	15.5
LnGrp LOS	B	B	B	B	B	B	B	F	B	B	F	B
Approach Vol, veh/h		211			427			2519			1487	
Approach Delay, s/veh		17.7			16.6			507.6			131.0	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	25.4	9.5	22.5	8.0	22.5	8.9	23.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	8.0	5.6	20.0	3.7	5.1	4.9	20.6
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	319.6
HCM 6th LOS	F

Intersection	
Intersection Delay, s/veh	5.3
Intersection LOS	A

Approach	NB	SB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	292	206	238	139
Demand Flow Rate, veh/h	298	210	243	142
Vehicles Circulating, veh/h	237	125	202	335
Vehicles Exiting, veh/h	208	352	133	200
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.0	4.5	5.3	5.1
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	298	210	243	142
Cap Entry Lane, veh/h	1084	1215	1123	981
Entry HV Adj Factor	0.980	0.981	0.980	0.980
Flow Entry, veh/h	292	206	238	139
Cap Entry, veh/h	1062	1191	1101	961
V/C Ratio	0.275	0.173	0.216	0.145
Control Delay, s/veh	6.0	4.5	5.3	5.1
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	954	1007	1456	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1007	1456	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1456	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.4	-	-	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	2.47	-	-	-	3.77	3.57
Pot Cap-1 Maneuver	1456	-	-	-	954	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1456	-	-	-	954	1007
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1456	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	2	4	11	0	0	8
Future Vol, veh/h	2	4	11	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	2	4	12	0	0	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	29	5	9	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	24	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	919	1002	1446	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	931	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	912	1002	1446	-	-	-
Mov Cap-2 Maneuver	912	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	931	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1446	-	970	-	-
HCM Lane V/C Ratio	0.008	-	0.007	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	2	0	19	0	5	1
Future Vol, veh/h	2	0	19	0	5	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	2	0	21	0	5	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	25	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.4	-	-	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	2.47	-	-	-	3.77	3.57
Pot Cap-1 Maneuver	1431	-	-	-	923	981
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1431	-	-	-	922	981
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	951	-

Approach	SE	NW	SW
HCM Control Delay, s	7.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1431	-	931
HCM Lane V/C Ratio	-	-	0.002	-	0.007
HCM Control Delay (s)	-	-	7.5	0	8.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	2	6	0	0	4
Future Vol, veh/h	1	2	6	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	1	2	7	0	0	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	16	2	4	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	935	1006	1452	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	941	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	930	1006	1452	-	-	-
Mov Cap-2 Maneuver	930	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1452	-	979	-	-
HCM Lane V/C Ratio	0.004	-	0.003	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	2	7	0	0	4
Future Vol, veh/h	1	2	7	0	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	1	2	8	0	0	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	18	2	4	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	932	1006	1452	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	926	1006	1452	-	-	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1452	-	978	-	-
HCM Lane V/C Ratio	0.005	-	0.003	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	4	18	0	0	6
Future Vol, veh/h	1	4	18	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	1	4	20	0	0	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	44	4	7	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	900	1003	1449	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1003	1449	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1449	-	977	-	-
HCM Lane V/C Ratio	0.014	-	0.006	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	10	0	0	3
Future Vol, veh/h	0	0	10	0	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	0	11	0	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	23	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.4	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.47	-	3.77	3.57
Pot Cap-1 Maneuver	-	-	1456	-	926	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1456	-	919	1007
Mov Cap-2 Maneuver	-	-	-	-	919	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	926	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1007	-	-	1456	-
HCM Lane V/C Ratio	0.003	-	-	0.007	-
HCM Control Delay (s)	8.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	2	9	0	1	2
Future Vol, veh/h	0	2	9	0	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	2	10	0	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2	0	21	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	-	-	4.4	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.47	-	3.77	3.57
Pot Cap-1 Maneuver	-	-	1455	-	928	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1455	-	922	1007
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	928	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	977	-	-	1455	-
HCM Lane V/C Ratio	0.003	-	-	0.007	-
HCM Control Delay (s)	8.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	954	1007	1456	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	954	1007	1456	-	-	-
Mov Cap-2 Maneuver	954	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1456	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.4	-	-	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	2.47	-	-	-	3.77	3.57
Pot Cap-1 Maneuver	1456	-	-	-	954	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1456	-	-	-	954	1007
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1456	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	6.6

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	9	13	5	0	0	8
Future Vol, veh/h	9	13	5	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	10	14	5	0	0	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	15	5	9	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	936	1002	1446	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	933	1002	1446	-	-	-
Mov Cap-2 Maneuver	933	-	-	-	-	-
Stage 1	947	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.8	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1446	-	973	-	-
HCM Lane V/C Ratio	0.004	-	0.025	-	-
HCM Control Delay (s)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.8

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	7	20	2
Future Vol, veh/h	1	0	0	7	20	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	1	0	0	8	22	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	8	0	-	0	6	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.4	-	-	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	2.47	-	-	-	3.77	3.57
Pot Cap-1 Maneuver	1447	-	-	-	947	1003
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	953	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1447	-	-	-	946	1003
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	953	-

Approach	SE	NW	SW
HCM Control Delay, s	7.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1447	-	951
HCM Lane V/C Ratio	-	-	0.001	-	0.025
HCM Control Delay (s)	-	-	7.5	0	8.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	7.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	0	0	2
Future Vol, veh/h	4	7	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	4	8	2	0	0	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	1	2	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	949	1007	1455	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1007	1455	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1455	-	985	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.4

Movement	SEL	SER	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	4	7	2	0	0	2
Future Vol, veh/h	4	7	2	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	4	8	2	0	0	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	1	2	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	949	1007	1455	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	948	1007	1455	-	-	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	SE	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWT	SWR
Capacity (veh/h)	1455	-	985	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	1	4	18	0	0	6
Future Vol, veh/h	1	4	18	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	1	4	20	0	0	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	44	4	7	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.7	6.5	4.4	-	-	-
Critical Hdwy Stg 1	5.7	-	-	-	-	-
Critical Hdwy Stg 2	5.7	-	-	-	-	-
Follow-up Hdwy	3.77	3.57	2.47	-	-	-
Pot Cap-1 Maneuver	900	1003	1449	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	887	1003	1449	-	-	-
Mov Cap-2 Maneuver	887	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	915	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	8.7	7.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SWT	SWR
Capacity (veh/h)	1449	-	977	-	-
HCM Lane V/C Ratio	0.014	-	0.006	-	-
HCM Control Delay (s)	7.5	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	0	0	10
Future Vol, veh/h	0	0	4	0	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	0	4	0	0	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	9	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	8	-
Critical Hdwy	-	-	4.4	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.47	-	3.77	3.57
Pot Cap-1 Maneuver	-	-	1456	-	943	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	947	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1456	-	940	1007
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	944	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.5	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1007	-	-	1456	-
HCM Lane V/C Ratio	0.011	-	-	0.003	-
HCM Control Delay (s)	8.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	1	3	0	2	10
Future Vol, veh/h	0	1	3	0	2	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	30	30	30	30	30	30
Mvmt Flow	0	1	3	0	2	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	7	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	6	-
Critical Hdwy	-	-	4.4	-	6.7	6.5
Critical Hdwy Stg 1	-	-	-	-	5.7	-
Critical Hdwy Stg 2	-	-	-	-	5.7	-
Follow-up Hdwy	-	-	2.47	-	3.77	3.57
Pot Cap-1 Maneuver	-	-	1456	-	946	1007
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1456	-	944	1007
Mov Cap-2 Maneuver	-	-	-	-	944	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.5	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	996	-	-	1456	-
HCM Lane V/C Ratio	0.013	-	-	0.002	-
HCM Control Delay (s)	8.7	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	192	59	40	145	13
Future Vol, veh/h	14	192	59	40	145	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	209	64	43	158	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	336	165	172	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	171	-	-	-	-	-
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	659	879	1405	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	859	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	628	879	1405	-	-	-
Mov Cap-2 Maneuver	628	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	859	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	4.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1405	-	856	-	-
HCM Lane V/C Ratio	0.046	-	0.262	-	-
HCM Control Delay (s)	7.7	0	10.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

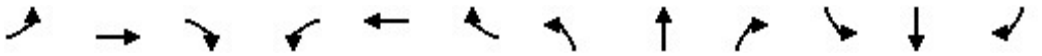
Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	101	210	72	179	161
Future Vol, veh/h	22	101	210	72	179	161
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	110	228	78	195	175

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	306	0	-	0	425	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1249	-	-	-	584	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	868	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1249	-	-	-	572	769
Mov Cap-2 Maneuver	-	-	-	-	572	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	868	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1249	-	-	-	651
HCM Lane V/C Ratio	0.019	-	-	-	0.568
HCM Control Delay (s)	7.9	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	20	177	93	74	2	48	866	11	11	1975	119
Future Volume (veh/h)	71	20	177	93	74	2	48	866	11	11	1975	119
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	22	0	101	80	0	52	941	12	12	2147	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	123		293	149		176	2166	966	399	2060	919
Arrive On Green	0.05	0.07	0.00	0.07	0.08	0.00	0.04	0.61	0.61	0.01	0.58	0.58
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	77	22	0	101	80	0	52	941	12	12	2147	129
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.0	0.8	0.0	3.9	3.1	0.0	0.8	10.4	0.2	0.2	43.0	2.8
Cycle Q Clear(g_c), s	3.0	0.8	0.0	3.9	3.1	0.0	0.8	10.4	0.2	0.2	43.0	2.8
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	123		293	149		176	2166	966	399	2060	919
V/C Ratio(X)	0.32	0.18		0.34	0.54		0.30	0.43	0.01	0.03	1.04	0.14
Avail Cap(c_a), veh/h	268	454		293	454		217	2166	966	493	2060	919
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	32.8	0.0	29.5	32.8	0.0	17.9	7.7	5.7	6.6	15.6	7.1
Incr Delay (d2), s/veh	0.7	0.7	0.0	0.7	3.0	0.0	0.9	0.6	0.0	0.0	31.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.4	0.0	1.7	1.5	0.0	0.5	2.8	0.1	0.1	20.5	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	33.4	0.0	30.2	35.8	0.0	18.8	8.3	5.7	6.6	47.4	7.4
LnGrp LOS	C	C		C	D		B	A	A	A	F	A
Approach Vol, veh/h		99	A		181	A		1005			2288	
Approach Delay, s/veh		31.4			32.7			8.8			44.9	
Approach LOS		C			C			A			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	49.7	9.5	9.4	7.8	47.5	8.5	10.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	43.0	5.0	18.0	5.0	43.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	12.4	5.9	2.8	2.8	45.0	5.0	5.1
Green Ext Time (p_c), s	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.

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

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Approach	NB	SB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	350	456	132	399
Demand Flow Rate, veh/h	357	466	134	406
Vehicles Circulating, veh/h	142	427	508	317
Vehicles Exiting, veh/h	500	296	384	182
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.9	11.1	6.1	8.2
Approach LOS	A	B	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	357	466	134	406
Cap Entry Lane, veh/h	1194	893	822	999
Entry HV Adj Factor	0.980	0.979	0.982	0.982
Flow Entry, veh/h	350	456	132	399
Cap Entry, veh/h	1170	874	807	981
V/C Ratio	0.299	0.522	0.163	0.407
Control Delay, s/veh	5.9	11.1	6.1	8.2
LOS	A	B	A	A
95th %tile Queue, veh	1	3	1	2

Intersection	
Int Delay, s/veh	17.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	151	350	120	271	850
Future Vol, veh/h	75	151	350	120	271	850
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	82	164	380	130	295	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1894	380	0	0	380	0
Stage 1	380	-	-	-	-	-
Stage 2	1514	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	~ 77	669	-	-	1184	-
Stage 1	694	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~58	669	-	-	1184	-
Mov Cap-2 Maneuver	~58	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	152	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 33	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	58	669	1184	-
HCM Lane V/C Ratio	-	-	1.406	0.245	0.249	-
HCM Control Delay (s)	-	-	$ 376.5	12.1	9	-
HCM Lane LOS	-	-	F	B	A	-
HCM 95th %tile Q(veh)	-	-	7.2	1	1	-

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

Intersection	
Int Delay, s/veh	2.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	243	25	168	306	6	35
Future Vol, veh/h	243	25	168	306	6	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	264	27	183	333	7	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	291	0	977	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	699	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1276	-	279	763
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1276	-	230	763
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	408	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.9	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	570	1276	-
HCM Lane V/C Ratio	-	-	0.078	0.143	-
HCM Control Delay (s)	-	-	11.9	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.5	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	1	128	234	157	245	93	104	1003	48	91	1920	2
Future Volume (veh/h)	1	128	234	157	245	93	104	1003	48	91	1920	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1	139	254	171	266	101	113	1090	52	99	2087	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	390	331	325	493	418	175	1708	762	296	1703	760
Arrive On Green	0.00	0.21	0.21	0.06	0.26	0.26	0.05	0.48	0.48	0.05	0.48	0.48
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	1	139	254	171	266	101	113	1090	52	99	2087	2
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	5.6	13.4	5.0	10.8	4.4	2.8	20.4	1.6	2.4	42.5	0.1
Cycle Q Clear(g_c), s	0.0	5.6	13.4	5.0	10.8	4.4	2.8	20.4	1.6	2.4	42.5	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	390	331	325	493	418	175	1708	762	296	1703	760
V/C Ratio(X)	0.00	0.36	0.77	0.53	0.54	0.24	0.64	0.64	0.07	0.33	1.23	0.00
Avail Cap(c_a), veh/h	325	390	331	325	493	418	182	1708	762	305	1703	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	30.0	33.1	27.1	28.0	25.7	20.5	17.3	12.4	13.2	23.1	12.0
Incr Delay (d2), s/veh	0.0	2.5	15.7	1.6	4.2	1.4	7.2	0.8	0.0	0.7	107.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.8	6.1	0.9	5.3	1.7	1.3	7.1	0.5	0.8	39.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	32.5	48.8	28.7	32.2	27.1	27.8	18.1	12.4	13.9	130.0	12.0
LnGrp LOS	C	C	D	C	C	C	C	B	B	B	F	B
Approach Vol, veh/h		394			538			1255			2188	
Approach Delay, s/veh		43.0			30.1			18.7			124.7	
Approach LOS		D			C			B			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	27.9	9.1	47.1	9.5	23.0	9.2	47.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	42.5	5.0	18.5	5.0	42.5
Max Q Clear Time (g_c+I1), s	2.0	12.8	4.4	22.4	7.0	15.4	4.8	44.5
Green Ext Time (p_c), s	0.0	0.9	0.0	7.0	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	52	213	725	120	100	346
Future Vol, veh/h	52	213	725	120	100	346
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	0	-	0	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	57	232	788	130	109	376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1382	788	0	0	788	0
Stage 1	788	-	-	-	-	-
Stage 2	594	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	159	393	-	-	836	-
Stage 1	450	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	393	-	-	836	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.7	0	2.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	138	393	836	-
HCM Lane V/C Ratio	-	-	0.41	0.589	0.13	-
HCM Control Delay (s)	-	-	48.1	26.5	9.9	-
HCM Lane LOS	-	-	E	D	A	-
HCM 95th %tile Q(veh)	-	-	1.8	3.6	0.4	-

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	106	116	20	23	22
Future Vol, veh/h	10	106	116	20	23	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	115	126	22	25	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	311	37	49	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	679	1032	1551	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	623	1032	1551	-	-	-
Mov Cap-2 Maneuver	623	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1551	-	977	-	-
HCM Lane V/C Ratio	0.081	-	0.129	-	-
HCM Control Delay (s)	7.5	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.4	-	-

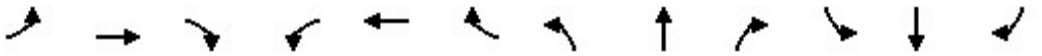
Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	171	127	98	119	18
Future Vol, veh/h	35	171	127	98	119	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	38	186	138	107	129	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	245	0	-	0	454	192
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.14	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1309	-	-	-	560	845
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	777	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1309	-	-	-	542	845
Mov Cap-2 Maneuver	-	-	-	-	542	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	777	-

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1309	-	-	-	569
HCM Lane V/C Ratio	0.029	-	-	-	0.262
HCM Control Delay (s)	7.8	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	49	96	52	34	27	93	2150	51	12	1306	101
Future Volume (veh/h)	149	49	96	52	34	27	93	2150	51	12	1306	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	162	53	0	57	37	0	101	2337	55	13	1420	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	426	255		366	166		284	1528	681	176	1314	586
Arrive On Green	0.10	0.14	0.00	0.06	0.09	0.00	0.08	0.43	0.43	0.02	0.37	0.37
Sat Flow, veh/h	1795	1885	0	1795	1885	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	162	53	0	57	37	0	101	2337	55	13	1420	110
Grp Sat Flow(s),veh/h/ln	1795	1885	0	1795	1885	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	3.9	1.2	0.0	1.4	0.9	0.0	1.6	20.9	1.0	0.2	18.0	2.3
Cycle Q Clear(g_c), s	3.9	1.2	0.0	1.4	0.9	0.0	1.6	20.9	1.0	0.2	18.0	2.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	255		366	166		284	1528	681	176	1314	586
V/C Ratio(X)	0.38	0.21		0.16	0.22		0.36	1.53	0.08	0.07	1.08	0.19
Avail Cap(c_a), veh/h	426	692		450	692		330	1528	681	330	1314	586
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	18.9	0.0	18.6	20.8	0.0	11.3	14.1	8.4	12.7	15.5	10.6
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.2	0.7	0.0	0.8	241.8	0.2	0.2	49.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.5	0.0	0.5	0.4	0.0	0.5	57.9	0.3	0.1	15.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.3	19.3	0.0	18.8	21.5	0.0	12.0	255.8	8.6	12.9	65.2	11.3
LnGrp LOS	B	B		B	C		B	F	A	B	F	B
Approach Vol, veh/h		215	A		94	A		2493			1543	
Approach Delay, s/veh		18.5			19.8			240.5			60.9	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	25.4	7.2	11.1	8.2	22.5	9.5	8.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	22.9	3.4	3.2	3.6	20.0	5.9	2.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	161.0
HCM 6th LOS	F

Notes

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

Intersection	
Intersection Delay, s/veh	5.6
Intersection LOS	A

Approach	NB	SB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	319	228	241	139
Demand Flow Rate, veh/h	329	235	247	143
Vehicles Circulating, veh/h	250	127	227	344
Vehicles Exiting, veh/h	224	360	135	235
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	4.8	5.5	5.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	329	235	247	143
Cap Entry Lane, veh/h	1069	1212	1095	972
Entry HV Adj Factor	0.971	0.970	0.975	0.974
Flow Entry, veh/h	319	228	241	139
Cap Entry, veh/h	1038	1176	1067	947
V/C Ratio	0.308	0.194	0.226	0.147
Control Delay, s/veh	6.5	4.8	5.5	5.2
LOS	A	A	A	A
95th %tile Queue, veh	1	1	1	1

Intersection	
Int Delay, s/veh	3.1

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	383	6	72	186	17	121
Future Vol, veh/h	383	6	72	186	17	121
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	416	7	78	202	18	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	423	0	778	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.11	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.209	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	1142	-	366	635
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1142	-	338	635
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	655	-

Approach	NB	SB	NW
HCM Control Delay, s	0	2.3	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	573	1142	-
HCM Lane V/C Ratio	-	-	0.262	0.069	-
HCM Control Delay (s)	-	-	13.5	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	7	110	76	65	145	183	132	2071	138	135	1223	10
Future Volume (veh/h)	7	110	76	65	145	183	132	2071	138	135	1223	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	8	120	83	71	158	199	143	2251	150	147	1329	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	416	543	460	501	630	534	258	1031	460	259	1032	460
Arrive On Green	0.01	0.29	0.29	0.06	0.33	0.33	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1795	1885	1598	1795	1885	1598	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	8	120	83	71	158	199	143	2251	150	147	1329	11
Grp Sat Flow(s),veh/h/ln	1795	1885	1598	1795	1885	1598	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	0.2	3.0	2.4	1.7	3.8	5.9	3.4	18.0	4.6	3.5	18.0	0.3
Cycle Q Clear(g_c), s	0.2	3.0	2.4	1.7	3.8	5.9	3.4	18.0	4.6	3.5	18.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	543	460	501	630	534	258	1031	460	259	1032	460
V/C Ratio(X)	0.02	0.22	0.18	0.14	0.25	0.37	0.55	2.18	0.33	0.57	1.29	0.02
Avail Cap(c_a), veh/h	541	543	460	543	630	534	259	1031	460	259	1032	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	16.9	16.7	13.8	15.1	15.8	16.2	22.3	17.5	16.2	22.3	16.0
Incr Delay (d2), s/veh	0.0	0.9	0.9	0.1	1.0	2.0	2.6	535.8	0.4	2.9	136.6	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	0.1	1.4	0.8	0.6	1.7	2.0	1.3	82.8	1.4	1.3	25.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.5	17.9	17.6	14.0	16.1	17.8	18.8	558.1	17.9	19.1	158.9	16.0
LnGrp LOS	B	B	B	B	B	B	B	F	B	B	F	B
Approach Vol, veh/h		211			428			2544			1487	
Approach Delay, s/veh		17.7			16.5			495.9			144.0	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	25.4	9.5	22.5	8.0	22.5	9.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.0	5.0	18.0	5.0	18.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	2.2	7.9	5.5	20.0	3.7	5.0	5.4	20.0
Green Ext Time (p_c), s	0.0	1.1	0.0	0.0	0.0	0.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	318.3
HCM 6th LOS	F