DEVELOPMENT OF REGIONAL IMPACT
TRANSPORTATION IMPACT STUDY

Prepared For
HUBER ST. VENTURES, LLC

HUBER WEST MIDTOWN
DRI #4362
ATLANTA, GA

June 2, 2025

LUMIN8
TRANSPORTATION TECHNOLOGIES

EXECUTIVE SUMMARY

This study includes an analysis of the traffic related impacts of a residential development in Atlanta, Georgia. The proposed development exceeded qualifying thresholds and was evaluated as a Development of Regional Impact (DRI #4362).

The proposed mixed-use development consists of 845 multifamily units located on approximately 8.4 acres. There are three proposed driveways on Huber Street. The development is proposed to be constructed in two phases. Phase A is projected to be built-out by 2029 and Phase B by 2031.

There are several nearby developments near and around the study area. The traffic generated by these projects were superimposed onto the background growth volumes to develop the projected No-Build and Build volumes. These projects also included changes to roadway geometry and pedestrian facilities, which were also incorporated into the future analysis.

There were seven study intersections evaluated as part of this study. Turning movement count data was collected and used to project future No-Build and Build volumes at each of the study intersections and site driveways. Based on the analysis of these intersections, alternative intersection control was evaluated at intersections that were projected to have unacceptable operation. The tables on the following pages show the operation and queueing of the intersections projected to operate unacceptably in the No-Build or Build conditions in the Design Year of 2051, the recommended alternative at each intersection, and the operation of these intersections under the recommended alternatives. The queueing table also shows the development volume and percentage the development contributes to the 2051 Build volumes for each movement.

LOS SUMMARY TABLE

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD		IMPROVEMENT	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR			AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St	EBT	-	-	-	-	Right-Out Only	EBT	-	-	-	-
	EBR	-	-	-	-		EBR	-	-	-	-
	WBL/T	C (17.2)	B (11.8)	C (17.6)	B (12.3)		WBL/T	C (17.2)	B (11.8)	C (17.6)	B (12.3)
	WBT	A (3.1)	A (1.7)	A (4.7)	A (4.1)		WBT	A (3.1)	A (1.7)	A (4.7)	A (4.1)
	NBL/R	**F (72.9)**	D (28.6)	**F (*)**	**F (291.5)**		NBR	**E (46.4)**	C (22.1)	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Avenue	WBL/R	C (16.4)	D (32.3)	C (24.2)	**F (58.8)**	Minor Street Stop	WBL/R	C (16.3)	D (32.0)	D (27.7)	**F (61.2)**
	NBT/R	-	-	-	-		NBT/R	-	-	-	-
	SBL/T	A (0.1)	A (0.1)	A (0.5)	A (0.5)		SBL/T	A (0.1)	-	A (0.5)	A (0.5)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	D (47.3)	**F (142.0)**	**E (55.8)**	**F (157.0)**	Signal and Timing Improvements	Signal	B (16.9)	D (41.8)	B (16.7)	D (39.4)
Chattahoochee Ave @ Makers Way	EBL/T	A (8.8)	B (11.8)	A (9.1)	B (12.0)	Right-Out Only	EBL/T	A (8.8)	B (11.8)	A (9.1)	B (12.0)
	EBT	A (0.1)	A (0.6)	A (0.1)	A (0.7)		EBT	A (0.1)	A (0.6)	A (0.1)	A (0.7)
	WBT	-	-	-	-		WBT	-	-	-	-
	WBT/R	-	-	-	-		WBT/R	-	-	-	-
	SBL/R	C (17.6)	**E (83.6)**	C (21.7)	**F (114.2)**		SBR	B (10.3)	B (14.5)	A (9.8)	B (15.3)

-: A (0.0)

F (*): Delay exceeds 1000 seconds

QUEUEING SUMMARY TABLE

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD		IMPROVEMENT	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR			AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St	EBT	0	0	0	0	Right-Out Only	EBL	0	0	0	0
	EBR	0	0	0 16 (51.6%)	0 37 (94.9%)		WBT	0	0	0	0
	WBL/T	13	8	23 31 (6.5%)	20 76 (8.3%)		WBR	13	8	23	20
	WBT	0	0	0	0		NBR	0	0	0	0
	NBL/R	53	35	**578** 156 (78.8%)	268 72 (49.7%)		SBR	33	25	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Avenue	WBL/R	8	53	55 99 (76.7%)	120 47 (32.2%)	Minor Street Stop	WBL/R	10	55	88	143
	NBT/R	0	0	0 14 (2.3%)	0 35 (6.1%)		NBT/R	0	0	0	0
	SBL/T	0	0	3 15 (4.7%)	3 37 (5.0%)		SBL/T	0	0	3	3
Chattahoochee Ave @ Ellsworth Industrial Blvd	EBL/T	**350**	238	**393** 7 (1.4%)	275 16 (5.2%)	Signal and Timing Improvements	EBL/T	13	145	13	120
	EBT/R	**318**	193	**333** 21 (3.8%)	210 51 (11.1%)		EBT/R	13	133	13	108
	WBL/T	**608**	**1870**	**725** 24 (5.0%)	**1978** 11 (1.1%)		WBL/T	68	**1083**	25	**1083**
	WBT/R	**403**	**1473**	**460** 28 (7.6%)	**1633** 12 (2.2%)		WBT/R	18	**578**	18	**460**
	NBL	65	133	100 46 (31.7%)	153 21 (10.3%)		NBL	108	253	165	68
	NBT/R	**410**	265	**418** 5 (1.1%)	**368** 3 (0.8%)		NBT/R	**628**	**593**	**640**	**598**
	SBL	13	95	18 2 (13.3%)	100 4 (3.9%)		SBL	18	228	23	245
	SBT/R	8	53	8 1 (7.1%)	55 3 (3.2%)		SBT/R	15	128	15	245
Chattahoochee Ave @ Makers Way	EBL/T	0	3	0 13 (2.5%)	3 32 (8.4%)	Right-Out Only	EBL/T	0	3	0	3
	EBT	0	0	0 14 (2.7%)	0 33 (9.2%)		EBT	0	0	0	0
	WBT	0	0	0 45 (14.1%)	0 21 (3.6%)		WBT	0	0	0	0
	WBT/R	0	0	0 48 (14.1%)	0 21 (3.1%)		WBT/R	0	0	0	0
	SBL/R	0	115	3 1 (20.0%)	138 2 (1.9%)		SBR	0	10	0	10

XXX: Approach/movement where project added trips and the approach exceeded storage capacity

25 ft = 1 car

XXX (X.X%): Volume added by the development per movement/approach (Percentage of volume added to Build volumes by the development)

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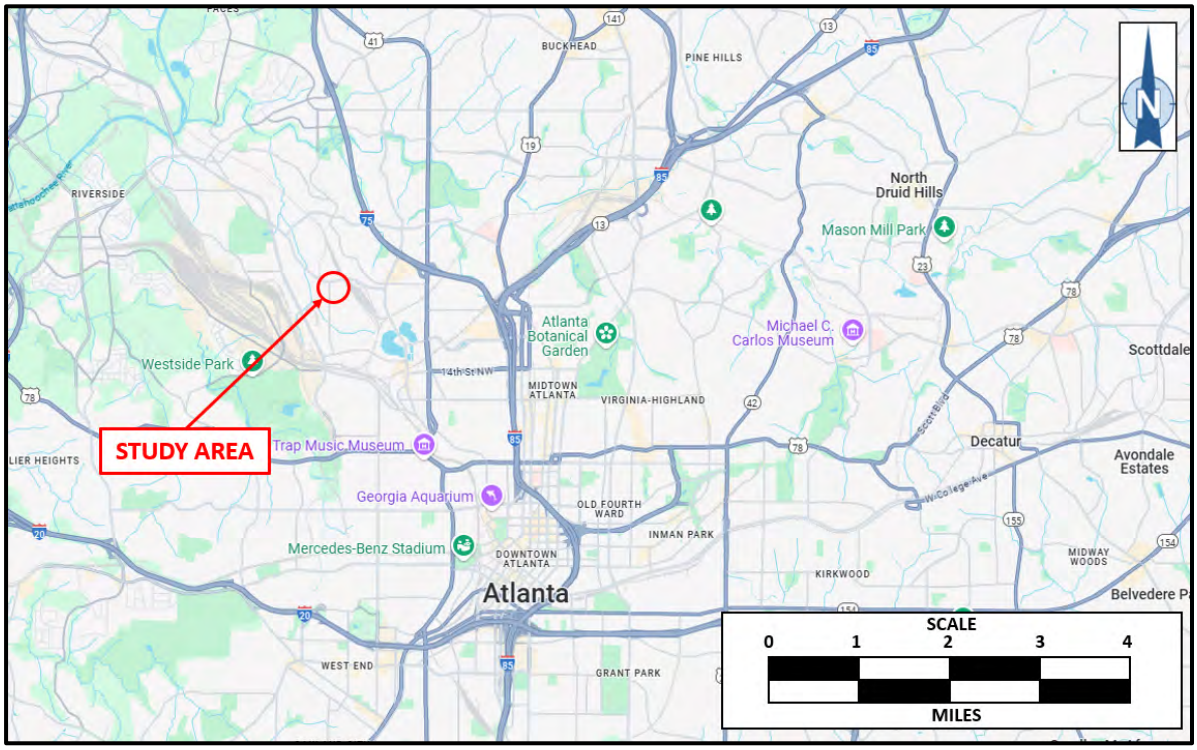
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INTRODUCTION

This study includes an analysis of the traffic related impacts of a residential development in Atlanta, Georgia. The proposed development exceeded qualifying thresholds and was evaluated as a Development of Regional Impact (DRI). The project location is shown in Figure 1.

Figure 1: PROJECT LOCATION MAP



Inputs from Methodology Meeting Packet (Section 3.2.1):

The intersections included in the study are shown in Figure 2.

Figure 2: STUDY INTERSECTIONS MAP



PROPOSED DEVELOPMENT

The proposed residential development consists of 845 multifamily units located on approximately 8.4 acres. The site is located at GPS coordinates 33.797577778°N, -84.423058333°W, east of Huber Street and west of an existing railyard. There are three proposed driveways onto Huber Street.

The development is proposed to be constructed in two phases. Phase A is proposed to consist of 415 multifamily units, with a parking deck containing 460 spaces and a 7.3 ksf multifamily club amenity. Phase B is proposed to consist of 430 multifamily units, with a parking deck containing 475 spaces and a 7.3 ksf multifamily club amenity. Phase A is projected to be built-out by 2029 and Phase B by 2031.

This proposed development met the qualifying DRI trigger threshold, exceeding 500 new lots or units. Therefore, this development was evaluated as a Development of Regional Impact. The Unified Growth Policy Map designates the area as a maturing neighborhood.

The site plan for the proposed mixed-use development is shown below in Figure 3. A larger scale site plan is provided in Appendix A.

Figure 3: SITE PLAN



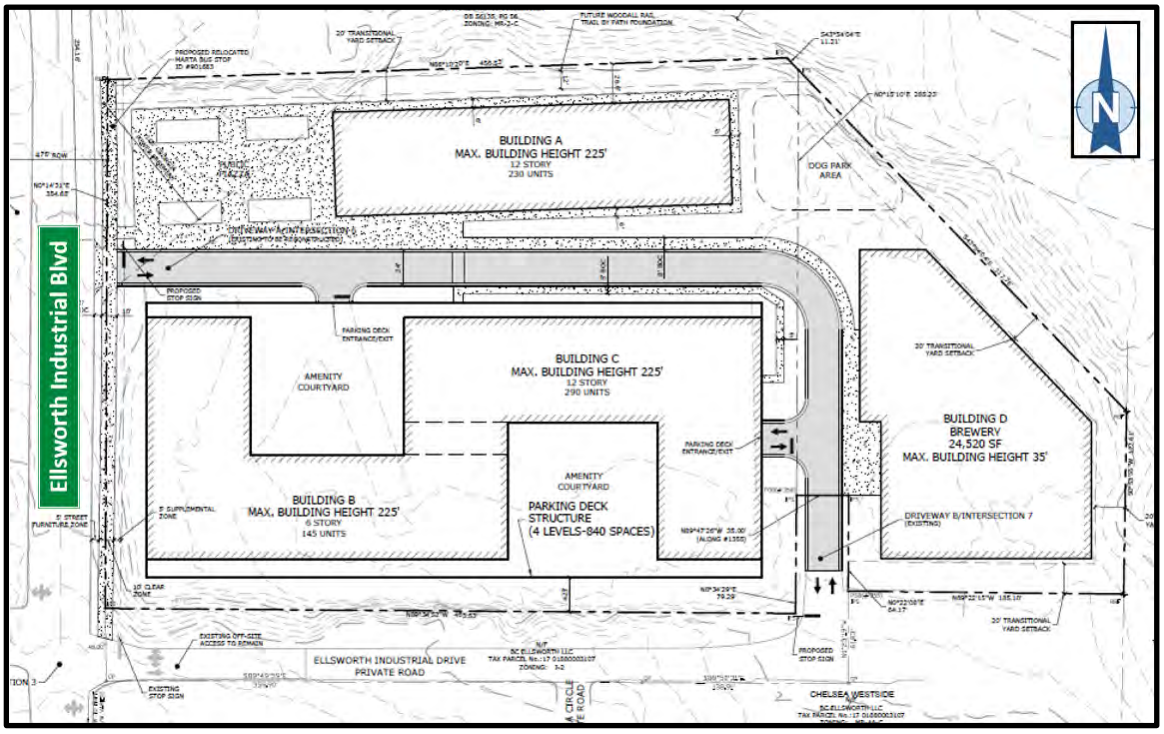
NEARBY PLANNED PROJECTS

1359 ELLSWORTH INDUSTRIAL BOULEVARD DRI #3613

DRI #3613 is a proposed mixed-use development with 665 multi-family residential units, 13 ksf of commercial/retail, 12.5 ksf of brewery tap-room, and 12.5 ksf of brewery manufacturing on a 5 acre previously developed site at 1359 Ellsworth Industrial Boulevard. The projected is projected to generate 3,010 new vehicular trips and is projected to be completed in 2025. The new trips from this development will be reflected in the No-Build and Build analysis.

Figure 4 below shows the proposed site plan for the development.

Figure 4: SITE PLAN, DRI #3613

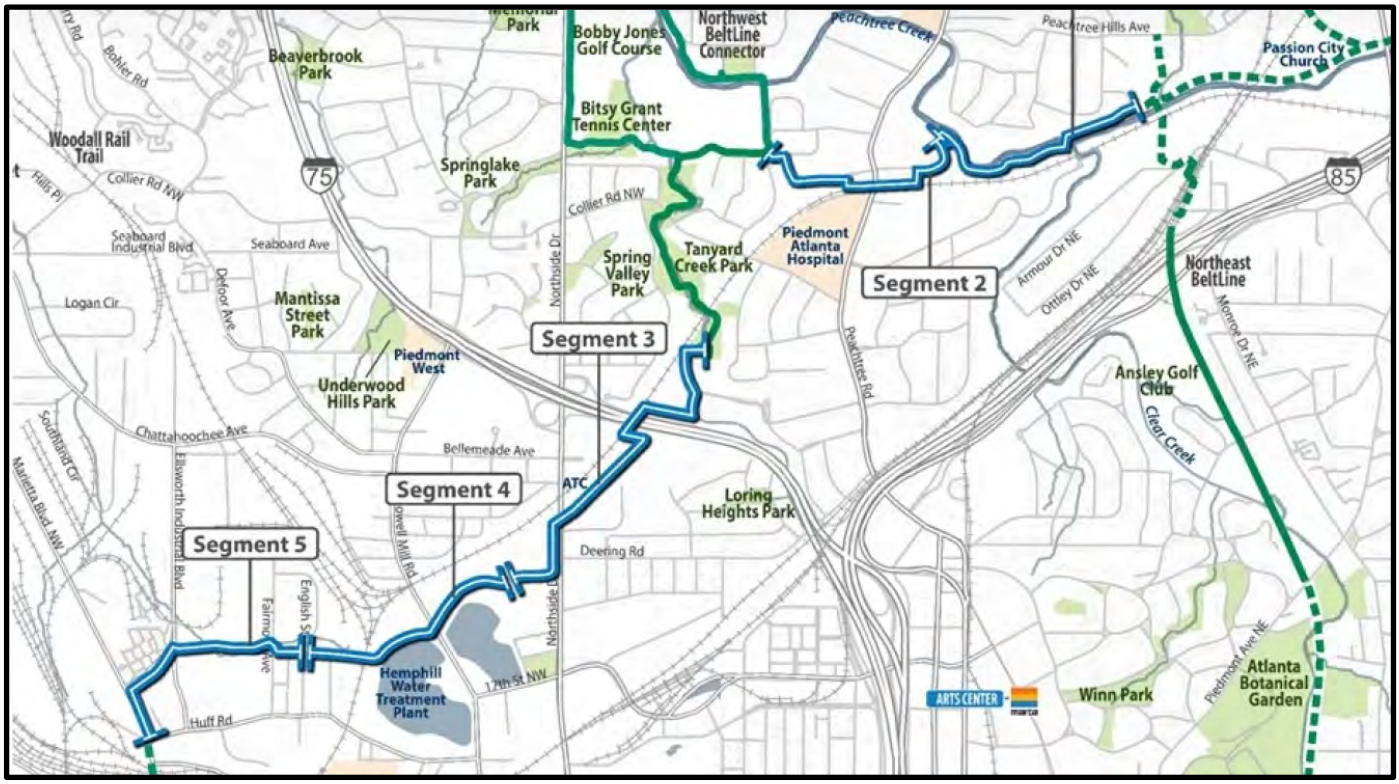


BELTLINE NORTHWEST TRAIL – SEGMENT 5

Segment 5 of the Atlanta Beltline Northwest Trail begins at the intersection of Marietta Boulevard and Huff Road and travels 0.7 miles to Ellsworth Industrial and English Street. The trail corridor follows the east side of Elaine Avenue, NW and crosses over Ellsworth Industrial Avenue, where a greenway trail starts from Ellsworth Industrial to English Street. This trail is projected to be a pedestrian destination for the study development.

Figure 5 below shows the location of the Beltline Trail segments.

Figure 5: ATLANTA BELTLINE NORTHWEST TRAIL SEGMENTS



CHATTAHOOCHEE IMPROVEMENT PROJECT PHASE 1

A multi-use path designed for non-motorized transportation is proposed as part a greater improvement project on Chattahoochee Avenue. This path will utilize an existing lane of traffic between Huber Street and Taylor Street and will alter the geometric of the study intersections at Huber Street and Howell Mill Road. The project is likely to be completed by 2026.

Figures 6 and 7 below shows the concept for the geometric changes on Cherokee Avenue at the study intersections.

Figure 6: CHATTAHOOCHEE AVE @ HUBER ST GEOMETRIC CHANGES

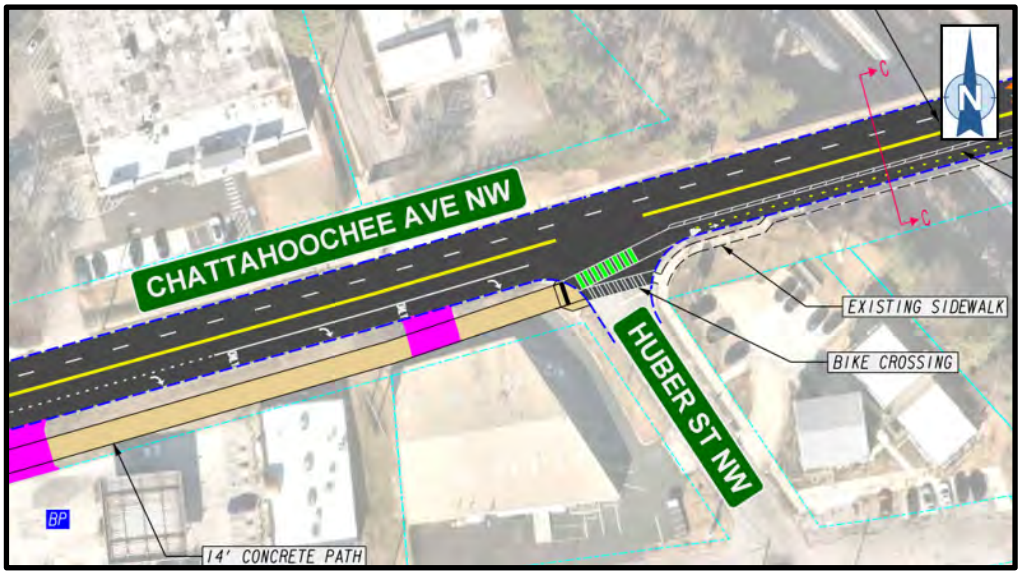
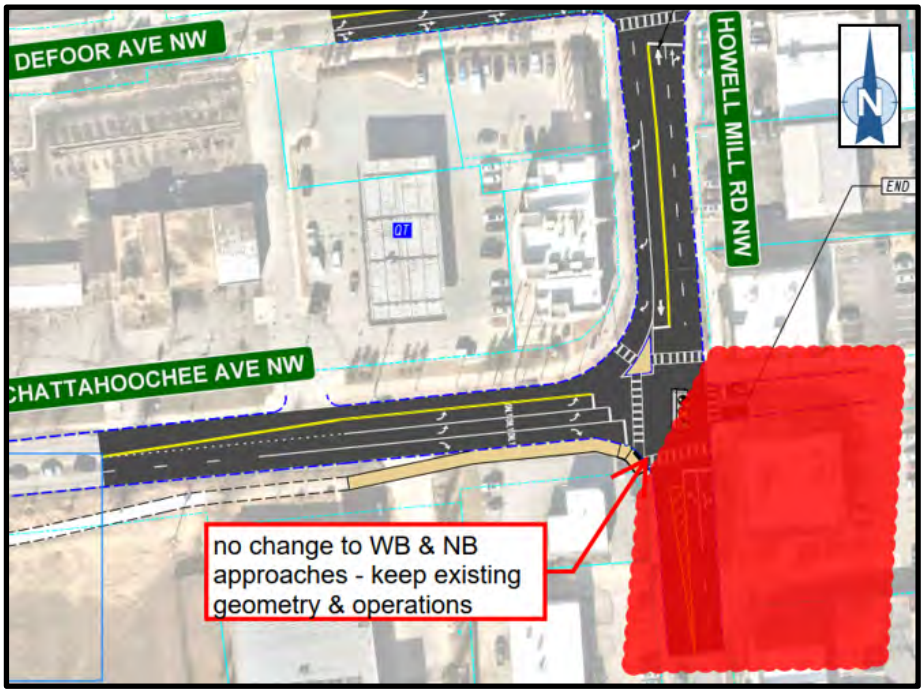


Figure 7: CHATTAHOOCHEE AVE @ HOWELL MILL RD GEOMETRIC CHANGES



HOWELL MILL COMPLETE STREET

The Howell Mill Complete Street project spans approximately 2.4 miles on Howell Mill Road. It proposes a variety of improvements including resurfacing, timing coordination at traffic signals through fiber communication, and roadway geometry changes. The project is scheduled to be completed in 2026. These geometric and timing improvements will be reflected in the No-Build and Build analysis.

1611 ELLSWORTH INDUSTRIAL BOULEVARD DATA CENTER

A data center is proposed to be constructed at 1611 Ellsworth Industrial Boulevard. The data center is estimated to be approximately 400 ksf and is assumed to be built-out before the completion of the study development. The new trips from this development will be reflected in the No-Build and Build analysis.

Additional information about all of these projects is included in Appendix B.

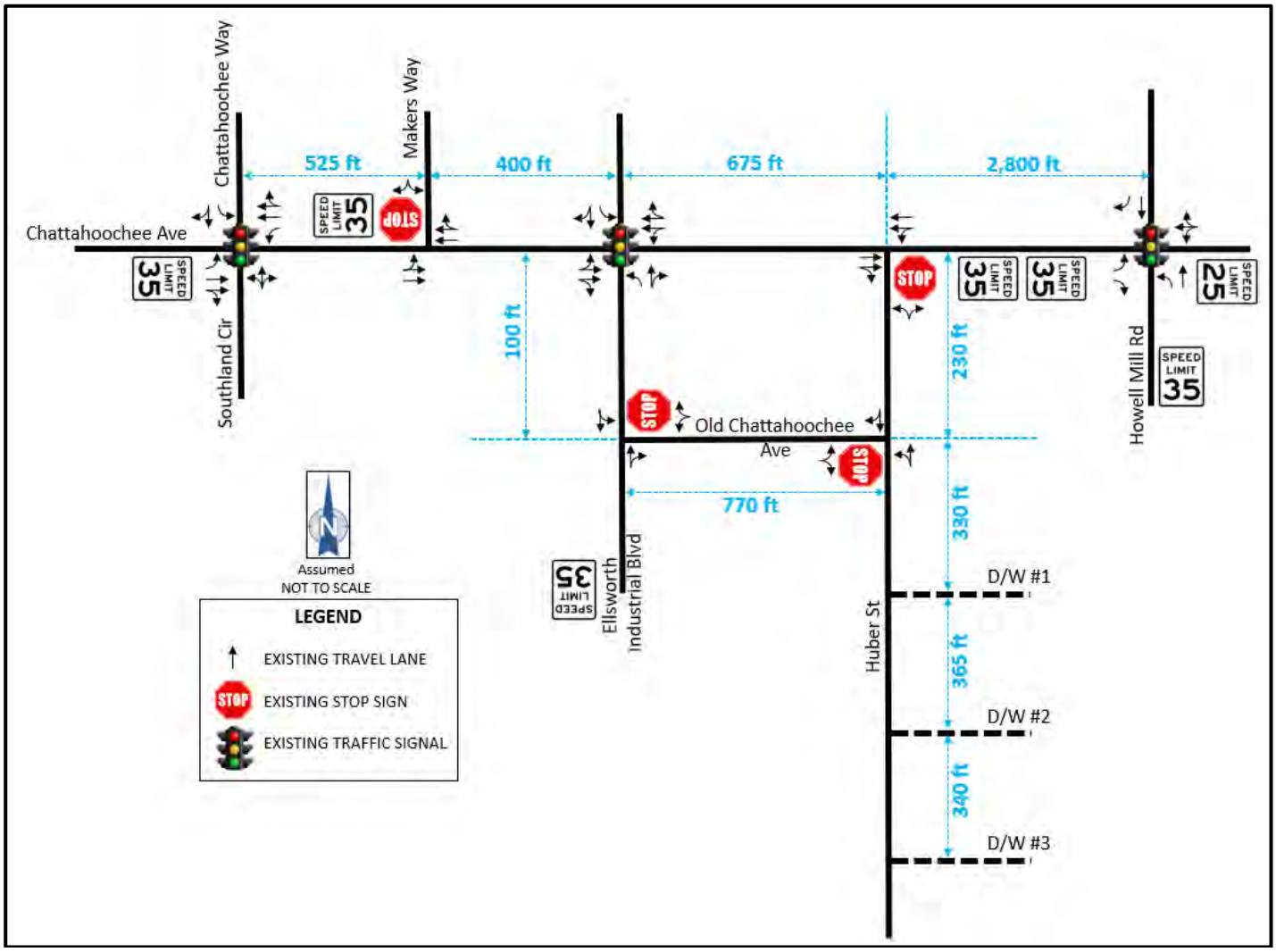
EXISTING CONDITIONS

An existing conditions inventory was conducted of the current conditions at the study intersections, including roadway geometry, traffic control, and traffic volumes.

INVENTORY OF EXISTING GEOMETRY AND TRAFFIC CONTROL

The existing roadway geometry and traffic control in the study area are shown in Figure 8 below.

Figure 8: EXISTING CONDITIONS



EXISTING PEDESTRIAN FACILITIES

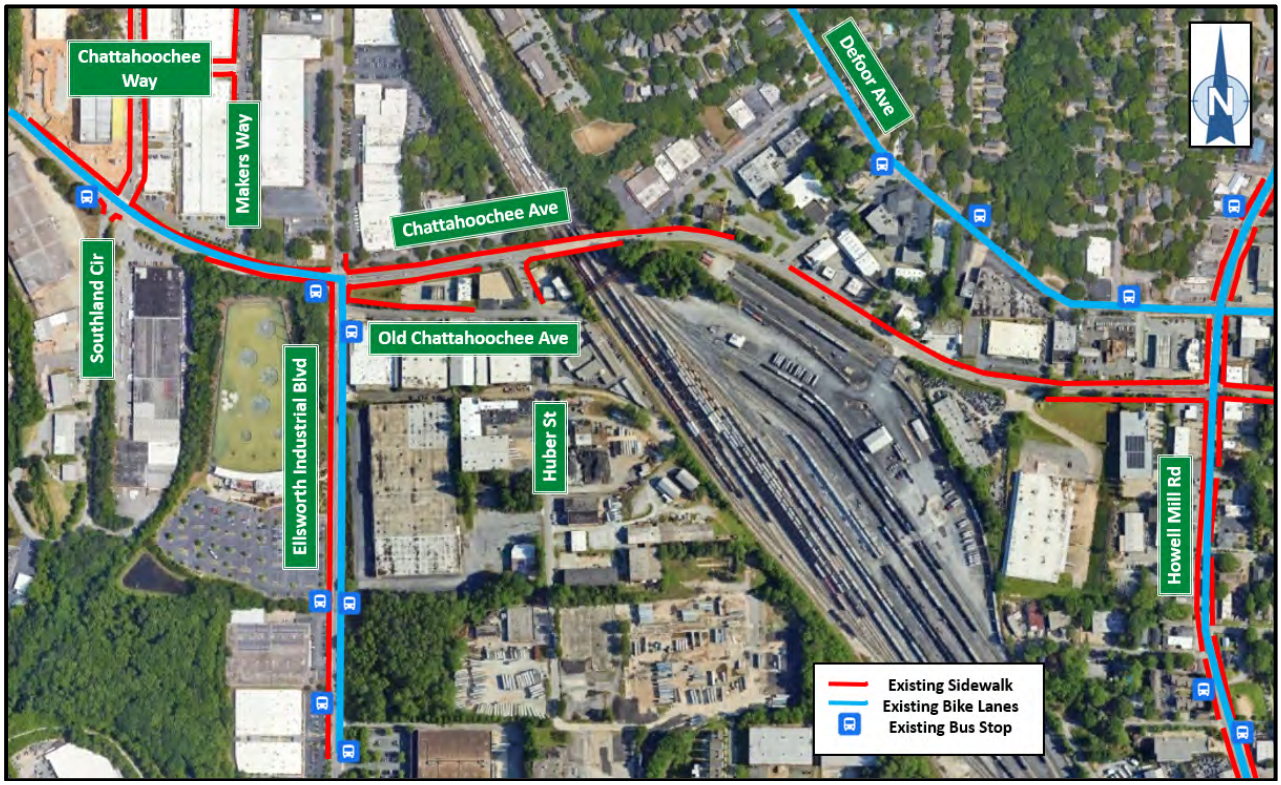
There is an extensive sidewalk system on Chattahoochee Avenue, Ellsworth Industrial Boulevard, and Chattahoochee Way, with some sidewalks also on Old Chattahoochee Avenue and Huber Street. Marta bus route 14 has several stops along Ellsworth Industrial Boulevard and Chattahoochee Avenue, with routes 12 and 37 further away along Howell Mill Road and Defoor Avenue, respectively.

There is a nearby Top Golf, as well as several nearby commercial establishments along Makers Way and Chattahoochee Way. An Atlanta Beltline segment is proposed less than 0.5 miles south of the development and is planned to be completed in 2025.

Sidewalks are planned to be constructed on Huber Street to connect to the existing pedestrian facilities and transit locations on Chattahoochee Avenue and Ellsworth Industrial Boulevard.

Figure 9 illustrates the existing pedestrian infrastructure in the surrounding area.

Figure 9: EXISTING PEDESTRIAN FACILITIES



EXISTING ROADWAY FACILITIES

Table 1 below shows the roadway classifications for the roadway segments of the study network.

Table 1: ROADWAY CLASSIFICATION

Roadway	Owner	# of Lanes	GDOT Functional Classification
Huber Street	City of Atlanta	2	Local
Old Chattahoochee Ave	City of Atlanta	2	Local
Chattahoochee Ave	City of Atlanta	4	Major Collector
Ellsworth Industrial Blvd	City of Atlanta	2/4	Major Collector
Makers Way	City of Atlanta	2	Local
Chattahoochee Way	City of Atlanta	2	Local
Southland Cir	City of Atlanta	2	Local
Howell Mill Rd	City of Atlanta	3/4	Minor Arterial

ZONING DISTRICT

Figure 10 below illustrates the Zoning District for the area in which the development is located. The zoning map is located on the City of Atlanta Official Zoning Map website. The information for this Zoning District is included as Appendix C.

Figure 10: ZONING DISTRICT

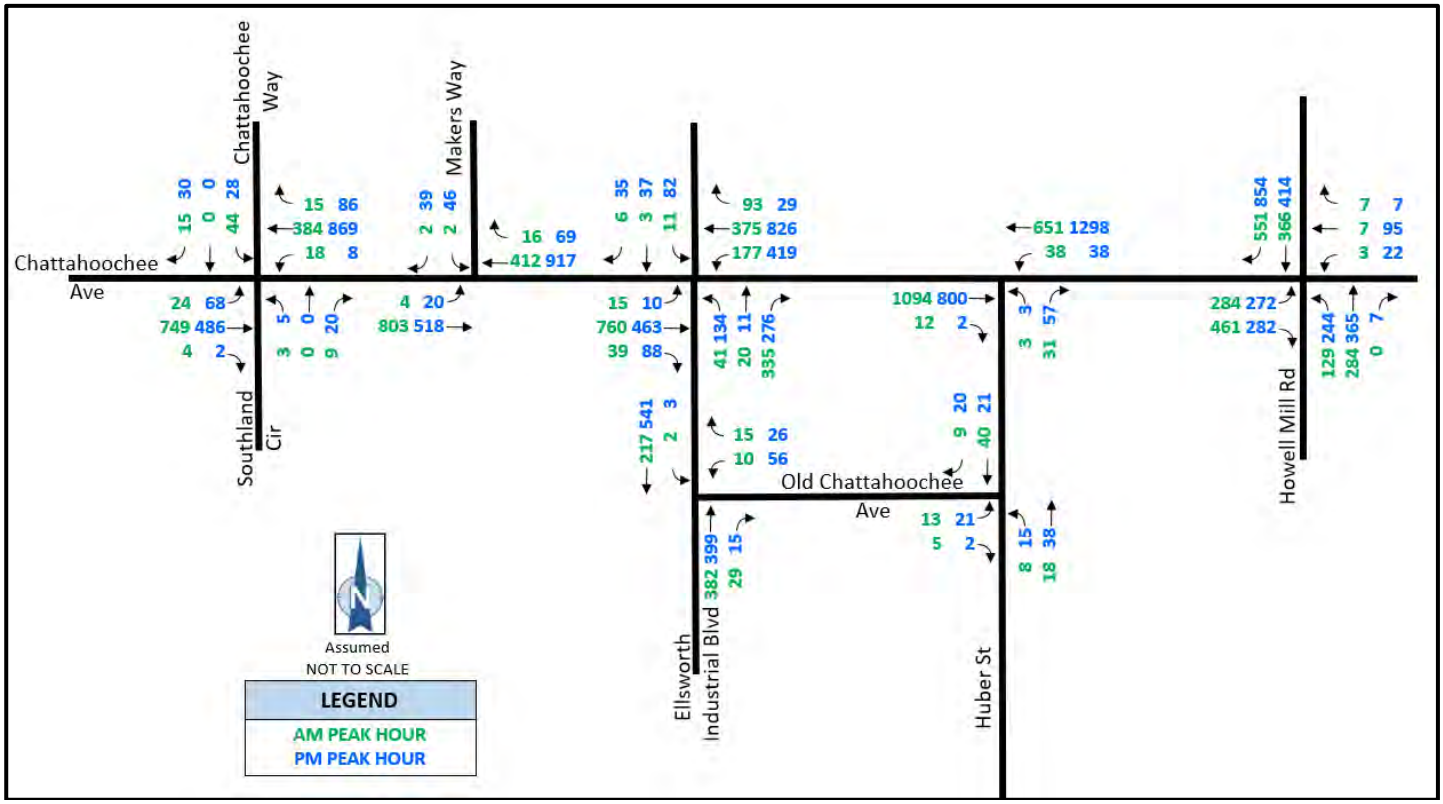


According to Figure 9, the area in which the development is located is zoned as "I-2", Industrial. The area is proposed to be rezoned as "MR-5A" Multi-Family Residential. The zoning definitions are found in the City of Atlanta Code of Ordinances.

EXISTING TRAFFIC VOLUMES

Turning Movement Counts (TMCs) were conducted at the study intersection on Tuesday, April 1, 2025 from 6:00 AM to 9:00 AM and from 4:00 to 7:00 PM. The AM Peak Hour was observed to be 8:00 AM to 9:00 AM and the PM Peak Hour was observed to be 5:00 PM to 6:00 PM. The existing peak hour turning movement volumes are shown in Figure 11 below. The turning movement data is provided in Appendix D.

Figure 11: EXISTING TRAFFIC VOLUMES



AUTOMATIC TRAFFIC RECORDER

Two Automatic Traffic Recorders (ATRs) were placed in the study area to collect bi-directional traffic data on Tuesday, April 1, 2025. The recorded daily volumes and truck percentages are shown in Figure 12 below. The ATR data is provided in Appendix E.

Figure 12: ATR DATA



SAFETY EVALUATION

CRASH HISTORY

Crash data was analyzed to identify collision-prone movements at the study intersection. Data was obtained from the Georgia Electronic Accident Reporting System (GEARS) for the five most recent years of data. Detailed crash data is provided in Appendix F.

Tables 2 and 3 summarize the crash frequency and severity at the intersection of Huber Street and Old Chattahoochee Avenue.

Table 2: CRASH DATA SUMMARY, HUBER ST @ OLD CHATTAHOOCHEE AVE

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	0	0/0	0	0	0	0	0	0
2021	3	1/3	0	0	1	0	2	0
2022	1	0/0	0	0	1	0	0	0
2023	0	0/0	0	0	0	0	0	0
2024	0	0/0	0	0	0	0	0	0
Total	**4**	**0/0**	**0**	**0**	**2**	**0**	**2**	**0**

Table 3: CRASH SEVERITY, HUBER ST @ OLD CHATTAHOOCHEE AVE (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	0	0	0
Head-On	0	0	1	0	1	2
Rear End	0	0	0	0	0	0
Sideswipe – same	0	0	0	0	1	1
Sideswipe – opposite	0	0	0	0	1	1
Not a Collision w/ Motor Veh	0	0	0	0	0	0
Total	**0**	**0**	**1**	**0**	**3**	**4**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, head on and sideswipe collisions were the most common type of crash at the intersection, each accounting for 50% (2 of 4) of the total crashes in the past five years. No fatalities were reported during this time period.

Tables 4 and 5 summarize the crash frequency and severity at the intersection of Chattahoochee Avenue and Huber Street.

Table 4: CRASH DATA SUMMARY, CHATTAHOOCHEE AVE @ HUBER ST

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	6	2/2	0	0	1	4	1	0
2021	13	7/10	0	3	1	6	2	1
2022	5	1/1	0	1	1	2	1	0
2023	3	2/2	0	1	0	2	0	0
2024	6	3/3	0	0	0	2	4	0
Total	**33**	**15/18**	**0**	**5**	**3**	**16**	**8**	**1**

Table 5: CRASH SEVERITY, CHATTAHOOCHEE AVE @ HUBER ST (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	1	1	0	3	5
Head-On	0	0	0	2	1	3
Rear End	0	0	0	8	8	16
Sideswipe – same	0	0	0	2	6	8
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	1	0	1
Total	**0**	**1**	**1**	**13**	**18**	**33**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, rear end collisions were the most common type of crash at the intersection, accounting for 48% (16 of 33) of the total crashes in the past five years. No fatalities were reported during this time period.

Tables 6 and 7 summarize the crash frequency and severity at the intersection of Ellsworth Industrial Boulevard and Old Chattahoochee Avenue.

Table 6: CRASH DATA SUMMARY, ELLSWORTH INDUSTRIAL BLVD @ OLD CHATTAHOOCHEE AVE

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	3	0/0	0	3	0	0	0	0
2021	1	1/2	0	1	0	0	0	0
2022	5	1/1	0	1	2	2	0	0
2023	6	3/4	0	3	1	2	0	0
2024	5	2/2	0	1	0	1	2	1
Total	**20**	**7/9**	**0**	**9**	**3**	**5**	**2**	**1**

Table 7: CRASH SEVERITY, ELLSWORTH INDUSTRIAL BLVD @ OLD CHATTAHOOCHEE AVE (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	0	3	6	9
Head-On	0	0	0	0	3	3
Rear End	0	0	0	3	2	5
Sideswipe – same	0	0	0	0	1	1
Sideswipe – opposite	0	0	0	0	1	1
Not a Collision w/ Motor Veh	0	0	0	1	0	1
Total	**0**	**0**	**0**	**7**	**13**	**20**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, angle collisions were the most common type of crash at the intersection, accounting for 45% (9 of 20) of the total crashes in the past five years. No fatalities were reported during this time period.

Tables 8 and 9 summarize the crash frequency and severity at the intersection of Chattahoochee Avenue and Ellsworth Industrial Boulevard.

Table 8: CRASH DATA SUMMARY, CHATTAHOOCHEE AVE @ ELLSWORTH INDUSTRIAL BLVD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	19	4/5	0	7	1	5	6	0
2021	17	9/11	0	8	3	2	2	2
2022	23	7/7	0	8	3	3	7	2
2023	24	3/5	0	5	1	8	10	0
2024	28	6/7	0	6	1	9	10	2
Total	**111**	**29/35**	**0**	**34**	**9**	**27**	**35**	**6**

Table 9: CRASH SEVERITY, CHATTAHOOCHEE AVE @ ELLSWORTH INDUSTRIAL BLVD (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	1	1	13	19	34
Head-On	0	0	1	5	3	9
Rear End	0	0	1	2	24	27
Sideswipe – same	0	0	1	2	25	28
Sideswipe – opposite	0	0	0	0	7	7
Not a Collision w/ Motor Veh	0	2	0	1	3	6
Total	**0**	**3**	**4**	**23**	**81**	**111**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, sideswipe collisions were the most common type of crash at the intersection, accounting for 32% (35 of 111) of the total crashes in the past five years. No fatalities were reported during this time period.

Tables 10 and 11 summarize the crash frequency and severity at the intersection of Chattahoochee Avenue and Makers Way.

Table 10: CRASH DATA SUMMARY, CHATTAHOOCHEE AVE @ MAKERS WAY

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	0	0/0	0	0	0	0	0	0
2021	0	0/0	0	0	0	0	0	0
2022	1	1/1	0	1	0	0	0	0
2023	3	2/2	0	3	0	0	0	0
2024	1	0/0	0	1	0	0	0	0
Total	**5**	**3/3**	**0**	**5**	**0**	**0**	**0**	**0**

Table 11: CRASH SEVERITY, CHATTAHOOCHEE AVE @ MAKERS WAY (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	1	2	2	5
Head-On	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Sideswipe – same	0	0	0	0	0	0
Sideswipe – opposite	0	0	0	0	0	0
Not a Collision w/ Motor Veh	0	0	0	0	0	0
Total	**0**	**0**	**1**	**2**	**2**	**5**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, angle collisions were the most common type of crash at the intersection, accounting for all (5 of 5) the total crashes in the past five years. No fatalities were reported during this time period.

Tables 12 and 13 summarize the crash frequency and severity at the intersection of Chattahoochee Avenue and Chattahoochee Way/Southland Circle.

Table 12: CRASH DATA SUMMARY, CHATTAHOOCHEE AVE @ SOUTHLAND CIR

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	1	1/1	0	1	0	0	0	0
2021	3	1/1	0	2	0	1	0	0
2022	6	0/0	0	5	0	1	0	0
2023	9	1/3	0	2	0	3	4	0
2024	3	0/0	0	1	0	0	1	1
Total	**22**	**3/5**	**0**	**11**	**0**	**5**	**5**	**1**

Table 13: CRASH SEVERITY, CHATTAHOOCHEE AVE @ SOUTHLAND CIR (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	0	1	0	10	11
Head-On	0	0	0	0	0	0
Rear End	0	1	0	0	4	5
Sideswipe – same	0	0	0	0	3	3
Sideswipe – opposite	0	0	0	1	1	2
Not a Collision w/ Motor Veh	0	0	0	0	1	1
Total	**0**	**1**	**1**	**1**	**19**	**22**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, angle collisions were the most common type of crash at the intersection, accounting for 50% (11 of 22) of the total crashes in the past five years. No fatalities were reported during this time period.

Tables 14 and 15 summarize the crash frequency and severity at the intersection of Chattahoochee Avenue and Howell Mill Road.

Table 14: CRASH DATA SUMMARY, CHATTAHOOCHEE AVE @ HOWELL MILL RD

YEAR	TOTAL CRASHES	INJURY CRASHES/ INJURIES	FATAL -ITIES	COLLISION WITH VEHICLE				COLLISION WITH ANIMAL OR STRUCTURE
				ANGLE	HEAD ON	REAR END	SIDE-SWIPE	
2020	33	10/17	0	15	1	6	11	0
2021	65	16/17	0	30	2	14	19	0
2022	39	8/12	0	16	1	7	14	1
2023	50	14/20	0	16	7	12	15	0
2024	44	9/17	0	21	1	10	12	0
Total	**231**	**57/83**	**0**	**98**	**12**	**49**	**71**	**1**

Table 15: CRASH SEVERITY, CHATTAHOOCHEE AVE @ HOWELL MILL RD (2020-24)

TYPE OF COLLISION	CRASH SEVERITY					TOTAL CRASHES BY TYPE
	K	A	B	C	O	
Angle	0	1	2	29	66	98
Head-On	0	0	1	1	10	12
Rear End	0	0	2	9	38	49
Sideswipe – same	0	0	3	8	52	63
Sideswipe – opposite	0	0	0	0	8	8
Not a Collision w/ Motor Veh	0	0	0	1	0	1
Total	**0**	**1**	**8**	**48**	**174**	**231**

K: Fatal Injury
A: Suspected Serious Injury
B: Suspected Minor/Visible Injury
C: Possible Injury/Complaint
O: No Injury

According to the crash history, angle collisions were the most common type of crash at the intersection, accounting for 42% (98 of 231) of the total crashes in the past five years. No fatalities were reported during this time period.

TRAFFIC PROJECTION METHODOLOGY

The methodology used to estimate future traffic growth included the examination of Fulton County census data and historic trends from the nearby GDOT count stations.

CENSUS DATA

The projected census data from the Atlanta Regional Commission (ARC) for Fulton County in 2050 is shown in Table 16.

Table 16: CENSUS DATA: ARC FULTON COUNTY POPULATION FORECAST

FULTON COUNTY			
YEAR	POPULATION	% CHANGE	% CHANGE PER YEAR
2020	1,066,710	--	--
2050	1,321,079	23.85%	0.72%

Source: ARC population forecast Fulton County 2050

The data shows an increase of the population in Fulton County of 23.85%, or a yearly rate of 0.72%, between 2020-2050.

HISTORIC TRAFFIC DATA

The GDOT maintains multiple annual traffic count stations in the vicinity of the study intersections. This data was used to establish historic growth rates in the area. Figure 13 below shows the count stations near the study intersections.

Figure 13: GDOT COUNT STATIONS

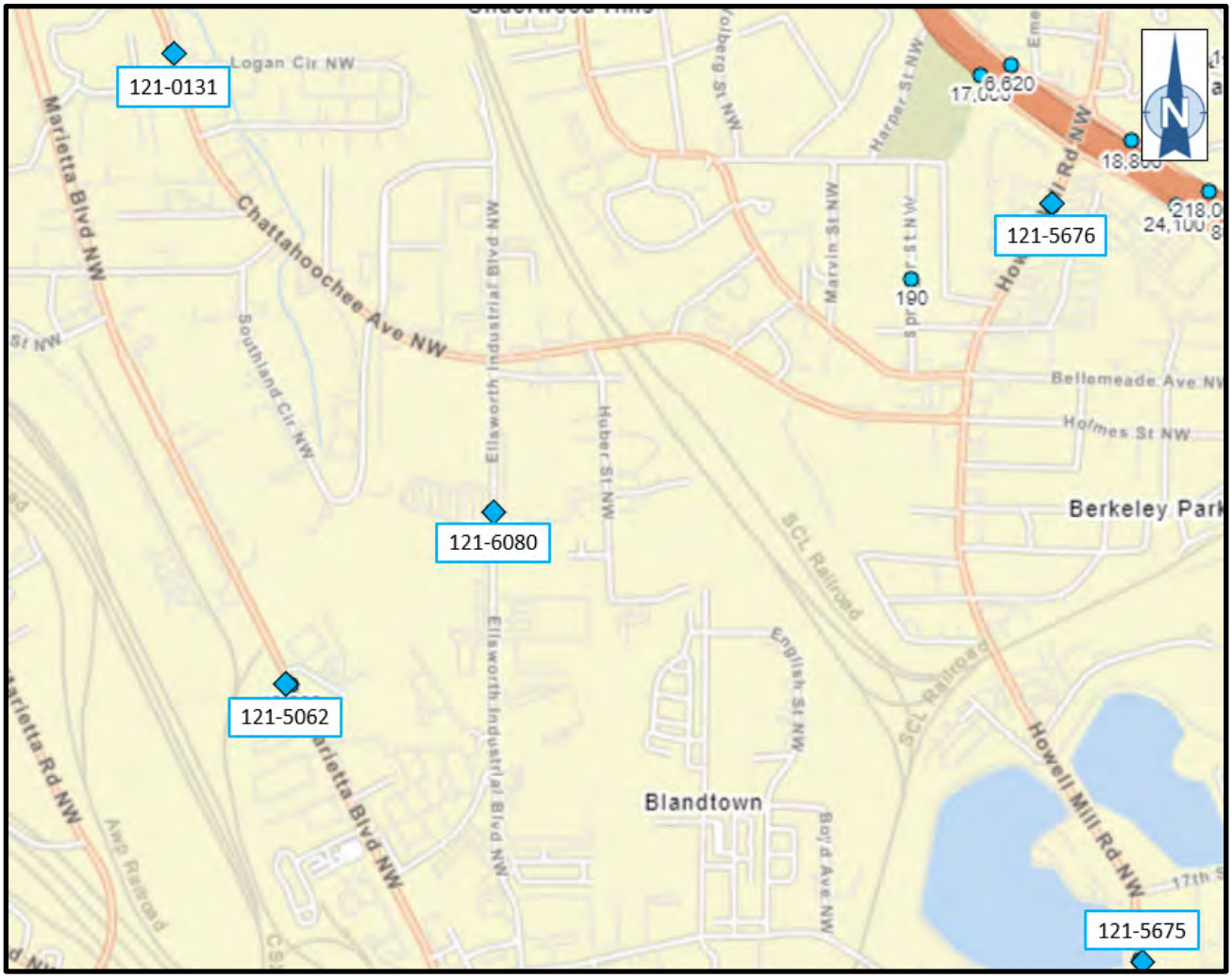


Table 17 summarizes the average annual daily traffic (AADT) reported by the GDOT for each of the years 2009 through 2024. Historic data reported by the GDOT for each of the count stations is provided in Appendix G.

Table 17: HISTORIC TRAFFIC DATA

Year	GDOT Count Station 121-0131	GDOT Count Station 121-5062	GDOT Count Station 121-5675	GDOT Count Station 121-5676	GDOT Count Station 121-6080
2009	11231	-	-	-	8576
2010	-	-	-	-	-
2011	-	-	21310	-	-
2012	-	13637	-	-	-
2013	13490	-	-	37501	9211
2014	11900*	12000*	18800*	33000*	8390*
2015	12400*	12900*	22503	35500*	8730*
2016	12700*	16959	20400*	36700*	8940*
2017	14668	16600*	22618	30966	10726
2018	13500*	16600*	21800*	28300*	9740*
2019	14748	16700*	21836	52674**	9930*
2020	12500*	12690*	17900*	44100*	9230*
2021	14826*	12500*	18134*	39226*	10041*
2022	13500*	13100*	17500*	35800*	9900*
2023	14699	13200*	16552	36510	10200*
2024	-	16463	-	-	-

Source: GDOT Geocounts Database System

*Estimated counts and COVID affected counts not used in trend analysis.

**Count data appears to be an outlier

TREND ANALYSIS

Figure 14 below and Figures 15 and 16 on the following pages show graphs of the historic AADT as reported by the GDOT. A trend line is shown for each count station. Gaps in the graphs represent years for which data was estimated, which are not used in the analysis, per GDOT policy.

Figure 14: 5-YEAR TREND LINES FOR GDOT COUNT STATIONS

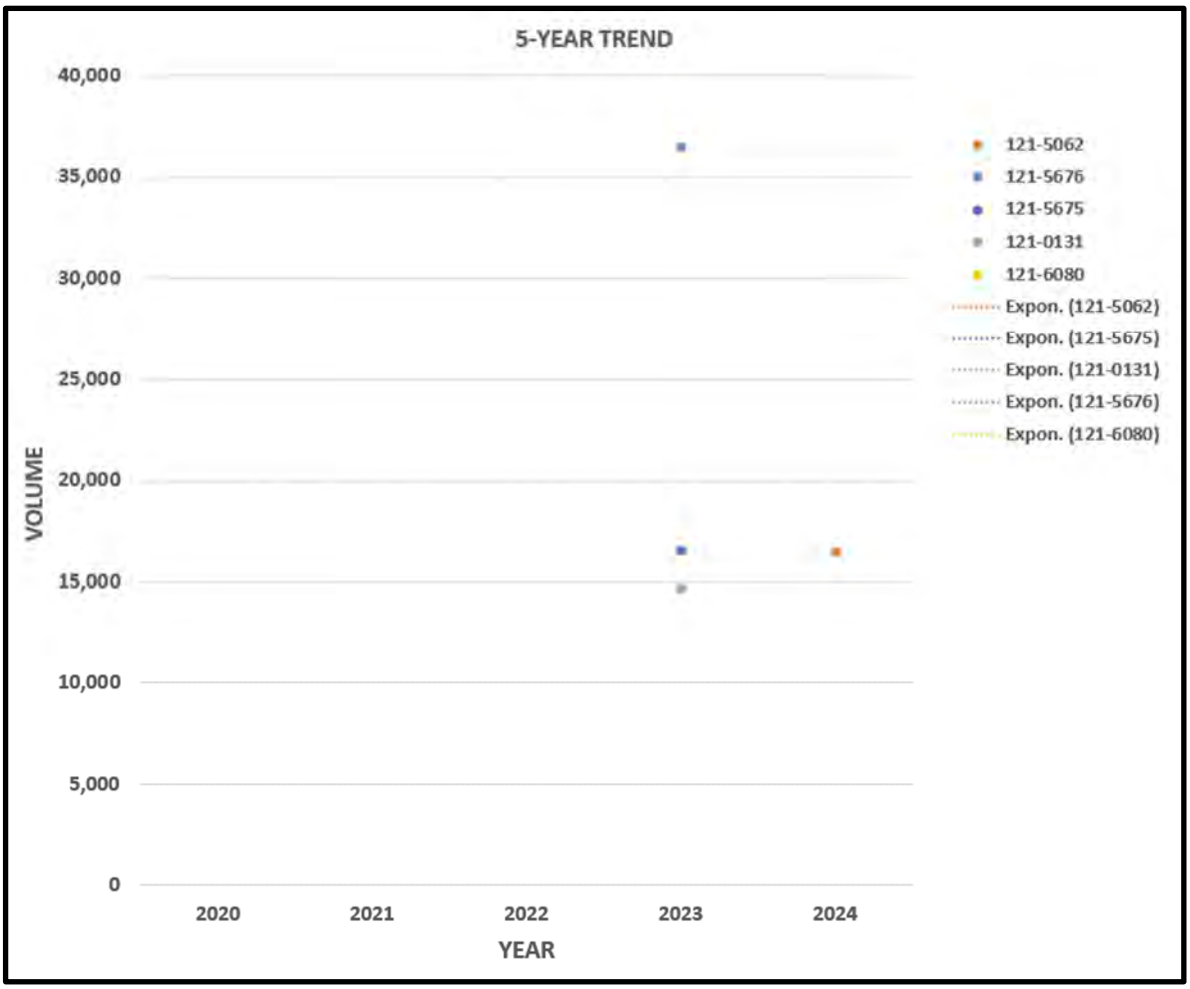


Figure 15: 10-YEAR TREND LINES FOR GDOT COUNT STATIONS

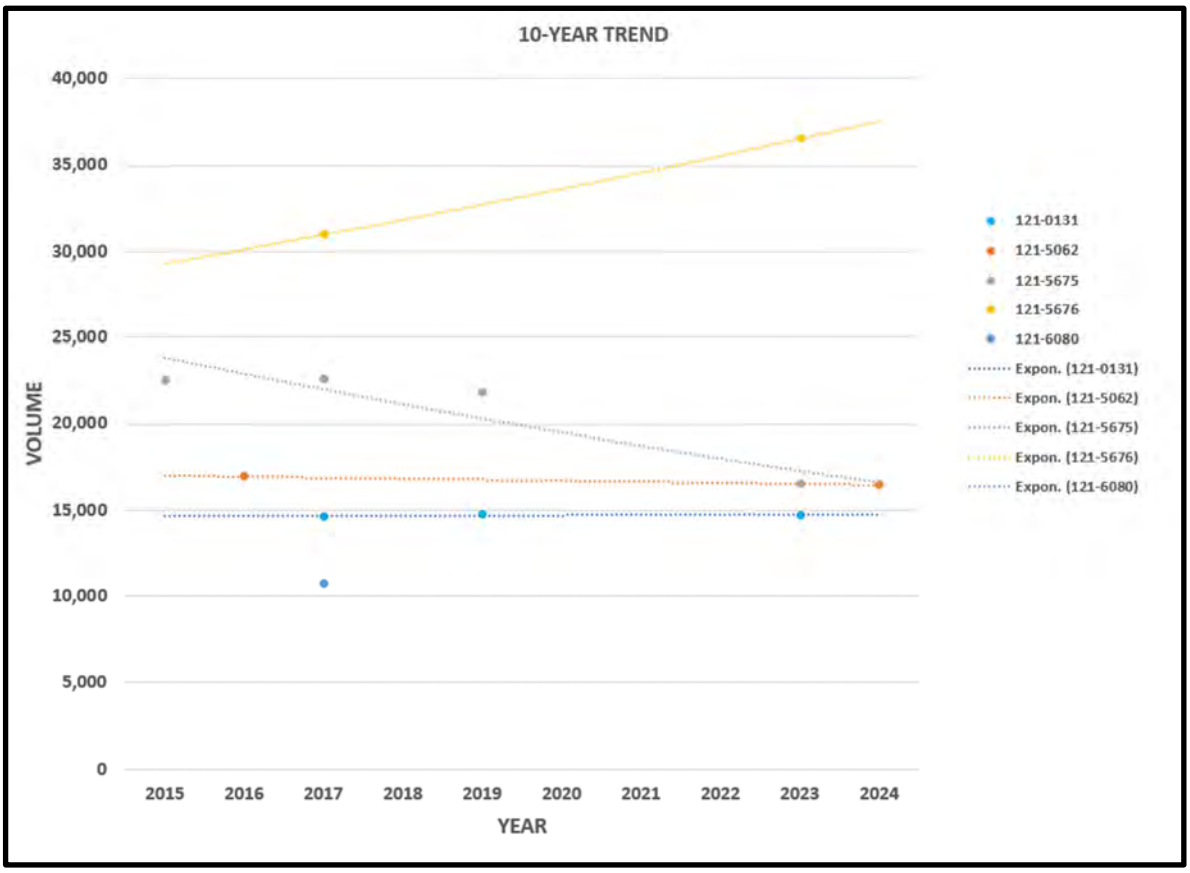
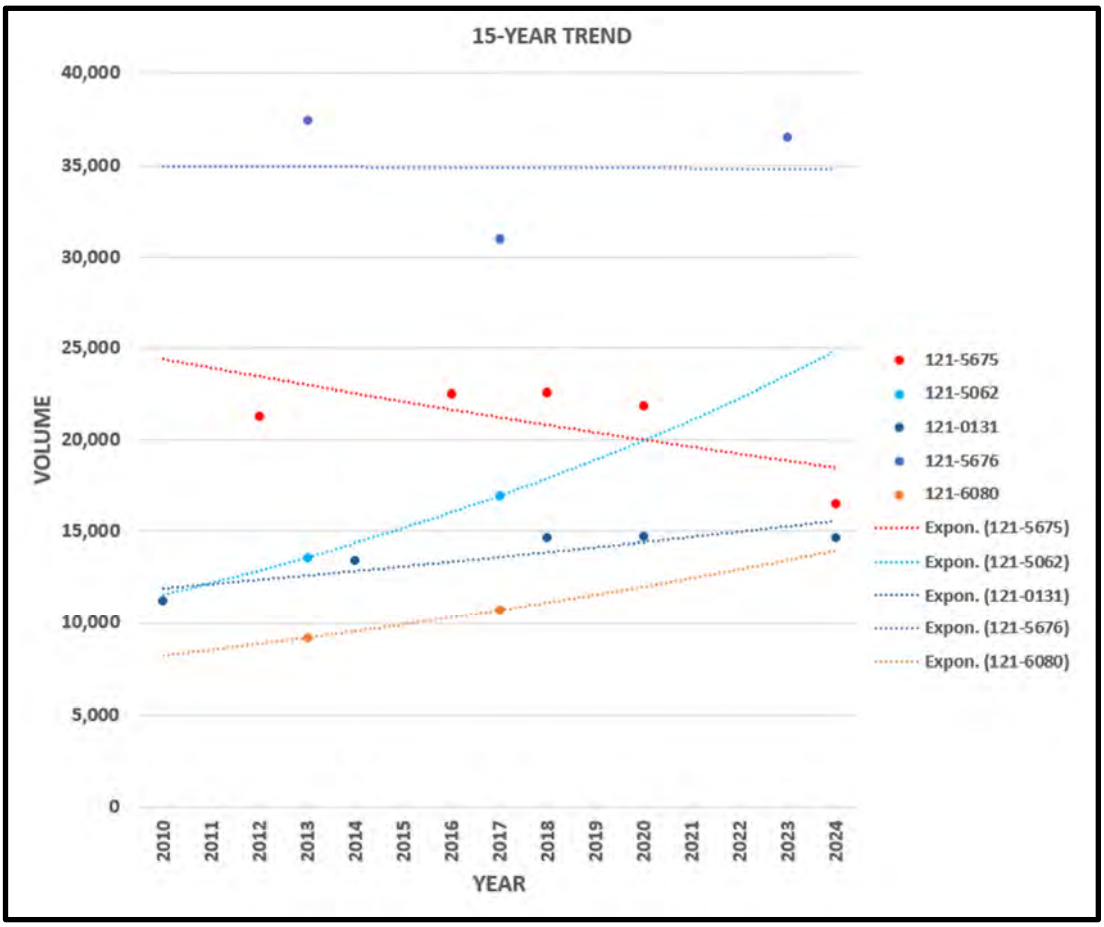


Figure 16: 15-YEAR TREND LINES FOR GDOT COUNT STATIONS



Growth rates were developed based on the 5-year, 10-year, and 15-year analyses of count station data shown above. Table 18 shows the resulting trend rates.

Table 18: TREND ANALYSIS FOR COUNT STATION DATA

GDOT Count Stations	5-year	10-year	15-year
121-0131	0.00%	0.02%	0.57%
121-5062	0.00%	-0.30%	1.26%
121-5675	0.00%	-3.02%	-1.67%
121-5676	0.00%	1.66%	-0.18%
121-6080	0.00%	0.00%	1.02%
Blended Trend Rates from Count Stations	0.00%	-1.39%	-0.19%

Note: Rates are calculated based on annual compounding and weighted based on road traffic

GROWTH RATE

The ARC projects an annual population growth rate of 0.72% per year for Fulton County through 2050. Based on the data available from the nearby GDOT count stations, the growth trend was calculated to be -1.39% for the past ten years and -0.19% for the past fifteen years.

Based on these rates and the surrounding area, the annual growth rate was established to be **0.75%** for the purpose of the study.

GROWTH FACTOR

The growth factors were established by applying the growth rates to the following equation, shown below:

$$\boldsymbol{Growth\ Factor} = \ (\mathbf{1} + \boldsymbol{r})^{\boldsymbol{n}}$$

Where:
r = *growth rate*
n = *number of years*

The volumes projections were calculated using the following values as 'n', taken as the time period between the 2024 Existing Year and each corresponding phase.

- Existing Year (2025) to Phase A Build Year (2029) – n=4
- Existing Year (2025) to Phase B Build Year (2031) – n=6
- Existing Year (2025) to Project Design Year (2051) – n=26

Growth factors are provided in Table 19.

Table 19: GROWTH FACTORS

PROJECTED YEAR		
Phase A Build Year (2029)	Phase B Build Year (2031)	Design Year (2051)
1.03	1.05	1.21

Figures 17 through 19 on the following pages show the estimated background growth traffic volumes at the study intersections for the Phase A Build Year (2029), Phase B Build Year (2031) and Project Design Year (2051).

Figure 17: PROJECTED 2029 BACKGROUND GROWTH VOLUMES

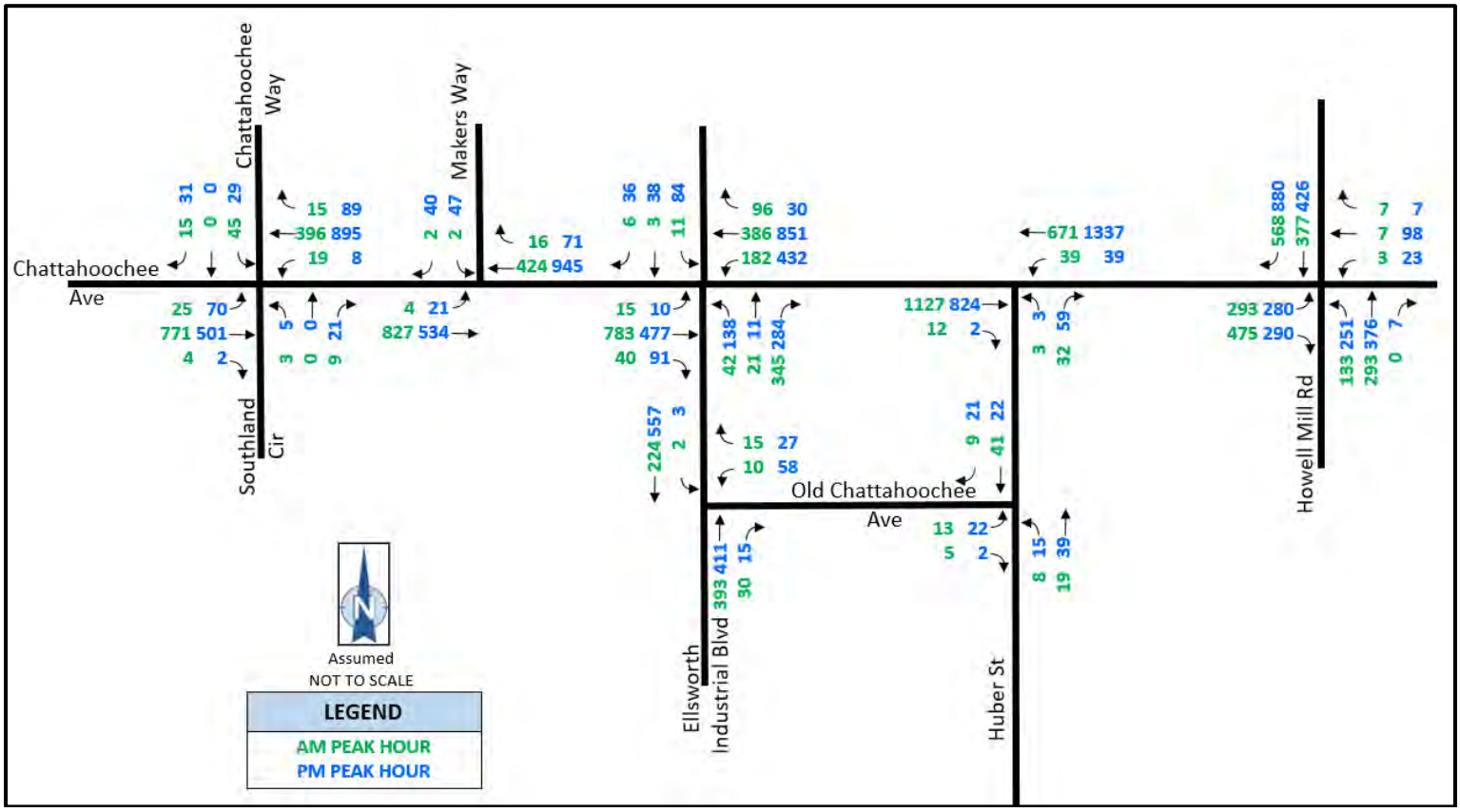


Figure 18: PROJECTED 2031 BACKGROUND GROWTH VOLUMES

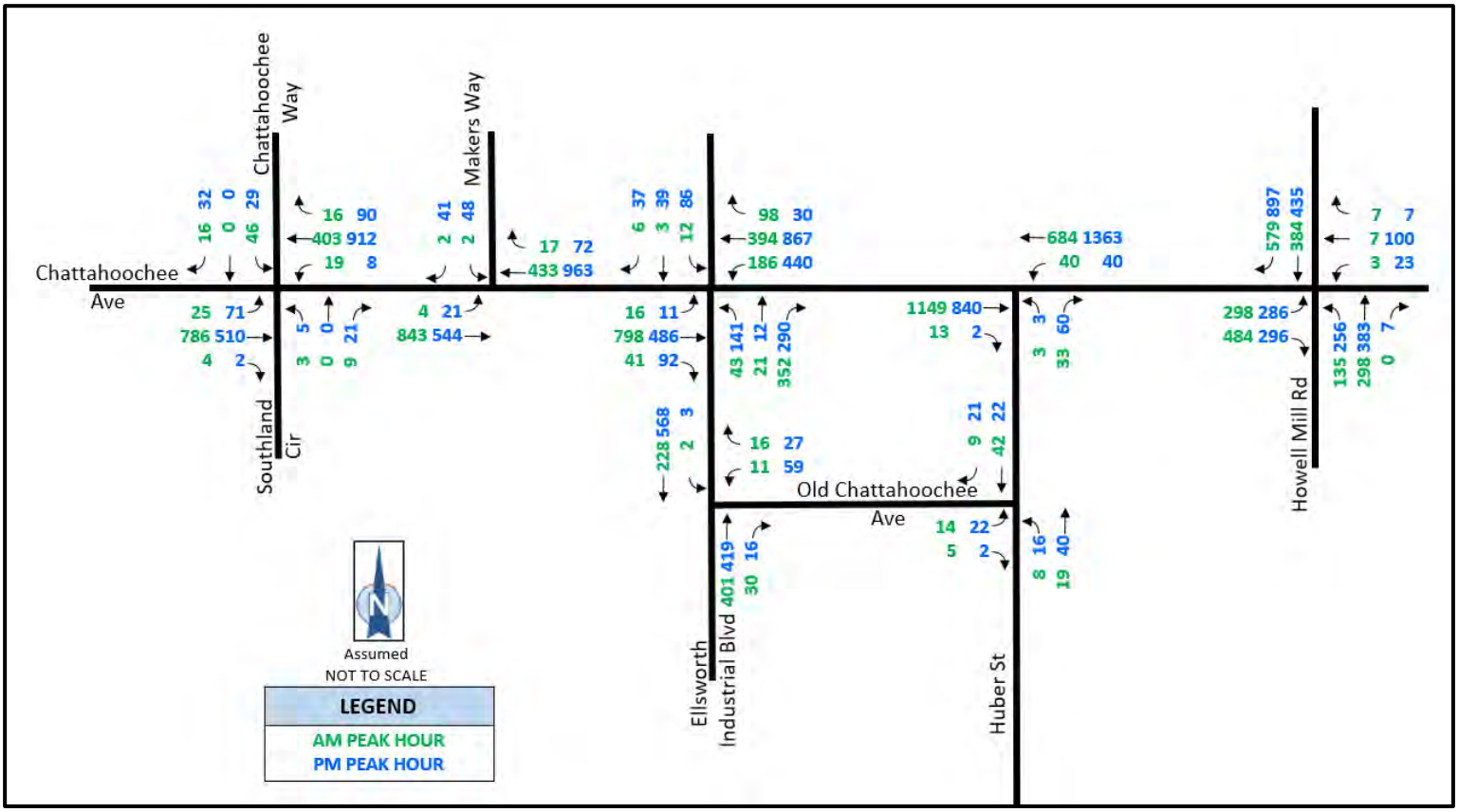
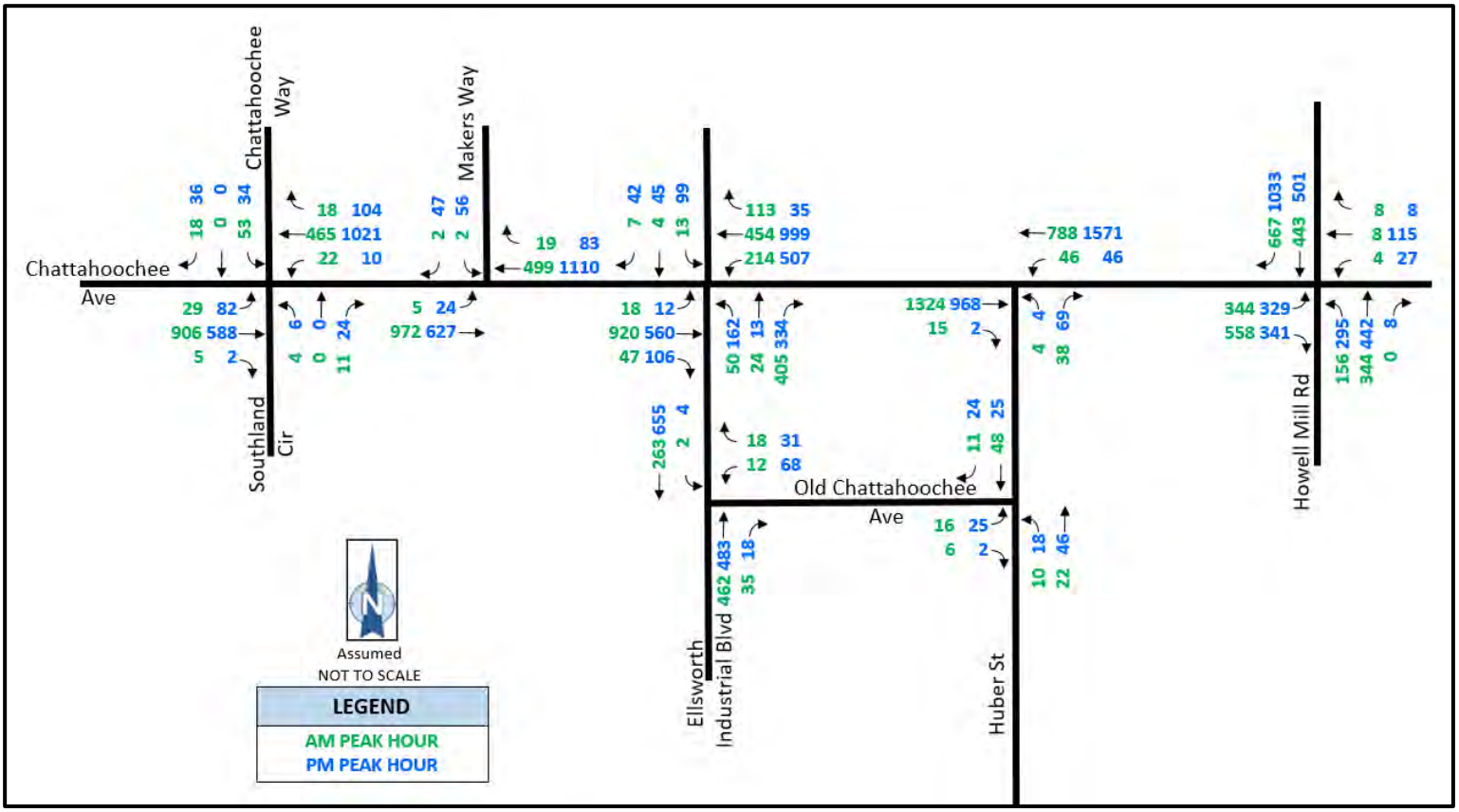


Figure 19: PROJECTED 2051 BACKGROUND GROWTH VOLUMES



PROJECTED CONDITIONS

TRIP GENERATION

The trips generated by the development were estimated using trip generation rates found in ITE's publication *Trip Generation*, 11th Edition. The trip generation publication contains multiple associated trip rates for the listed land use. The rate that resulted in the larger trip generation was used for this study.

There are existing commercial destinations with existing sidewalks, as well as access to several Marta bus stations and a planned new segment of the Atlanta Beltline withing walking distance. Additional sidewalks on Huber Street will connect the development with these facilities. Therefore, an alternative mode reduction of 8% was applied to the generated trips.

The trip generation for the study development can be seen below in Table 20.

Table 20: TRIP GENERATION, STUDY DEVELOPMENT

ITE CODE	USES	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
221	Multifamily Housing (Mid-Rise)	845 DU	3,984	83	277	360	201	129	330
	ALTERNATIVE MODE REDUCTION (-8%)		-318	-7	-22	-29	-16	-10	-26
	ADJUSTED VOLUME (TOTAL NEW TRIPS)		**3,666**	**76**	**255**	**331**	**185**	**119**	**304**

DU: Dwelling Units

The trip generation for the nearby data center can be seen below in Tables 21.

Table 21: TRIP GENERATION, 1611 ELLSWORTH INDUSTRIAL DATA CENTER

ITE CODE	USES	SIZE	DAILY 2-WAY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
160	Data Center	400 ksf	396	26	20	46	12	26	38

ksf: 1,000 square feet

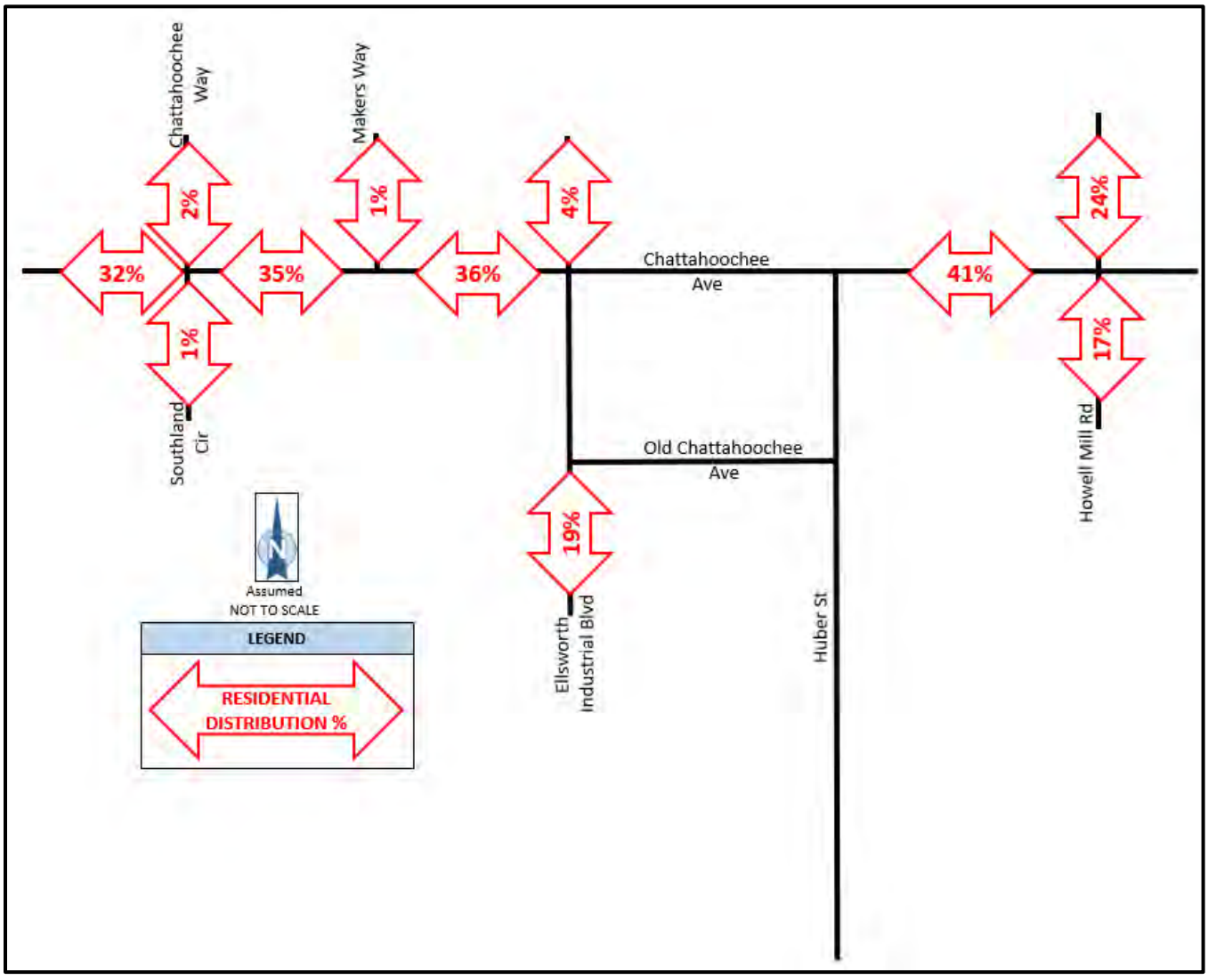
Trip generation data for the study development and the nearby data center are provided in Appendix H.

TRIP DISTRIBUTION

In order to develop a distribution pattern for trips generated by the residential data, the TMC data was analyzed and used to determine the percentage of traffic entering and exiting the development. Distribution percentages were based on the AM traffic pattern.

Figure 20 shows the resulting trip distribution pattern that was used to assign the generated residential traffic for the development.

Figure 20: TRIP DISTRIBUTION



TRAFFIC ASSIGNMENT

The generated traffic was assigned to the road network based on weighted movements analyzed at the study intersections during the AM and PM Peak Hours. Tables 22 and 23 show how the assigned trips are expected to reach the development, according to the direction traveled.

Table 22: NEW TRIPS ASSIGNMENT, PHASE A

To & From	%	AM		PM	
		IN	OUT	IN	OUT
West on Chattahoochee Ave	32%	12	40	29	18
North on Chattahoochee Way	2%	1	3	2	1
South on Southland Cir	1%	0	1	1	1
North on Makers Way	1%	0	1	1	1
North on Ellsworth Industrial Blvd	4%	2	5	4	2
South on Ellsworth Industrial Blvd	19%	7	24	17	11
North on Howell Mill Rd	24%	9	30	22	14
South on Howell Mill Rd	17%	6	21	15	10
TOTAL	**100%**	**37**	**125**	**91**	**58**

Table 23: NEW TRIPS ASSIGNMENT, FULL BUILD-OUT (PHASE A + PHASE B)

To & From	%	AM		PM	
		IN	OUT	IN	OUT
West on Chattahoochee Ave	32%	24	82	59	38
North on Chattahoochee Way	2%	2	5	4	2
South on Southland Cir	1%	1	3	2	1
North on Makers Way	1%	1	3	2	1
North on Ellsworth Industrial Blvd	4%	3	10	7	5
South on Ellsworth Industrial Blvd	19%	14	48	35	23
North on Howell Mill Rd	24%	18	61	44	29
South on Howell Mill Rd	17%	13	43	32	20
TOTAL	**100%**	**76**	**255**	**185**	**119**

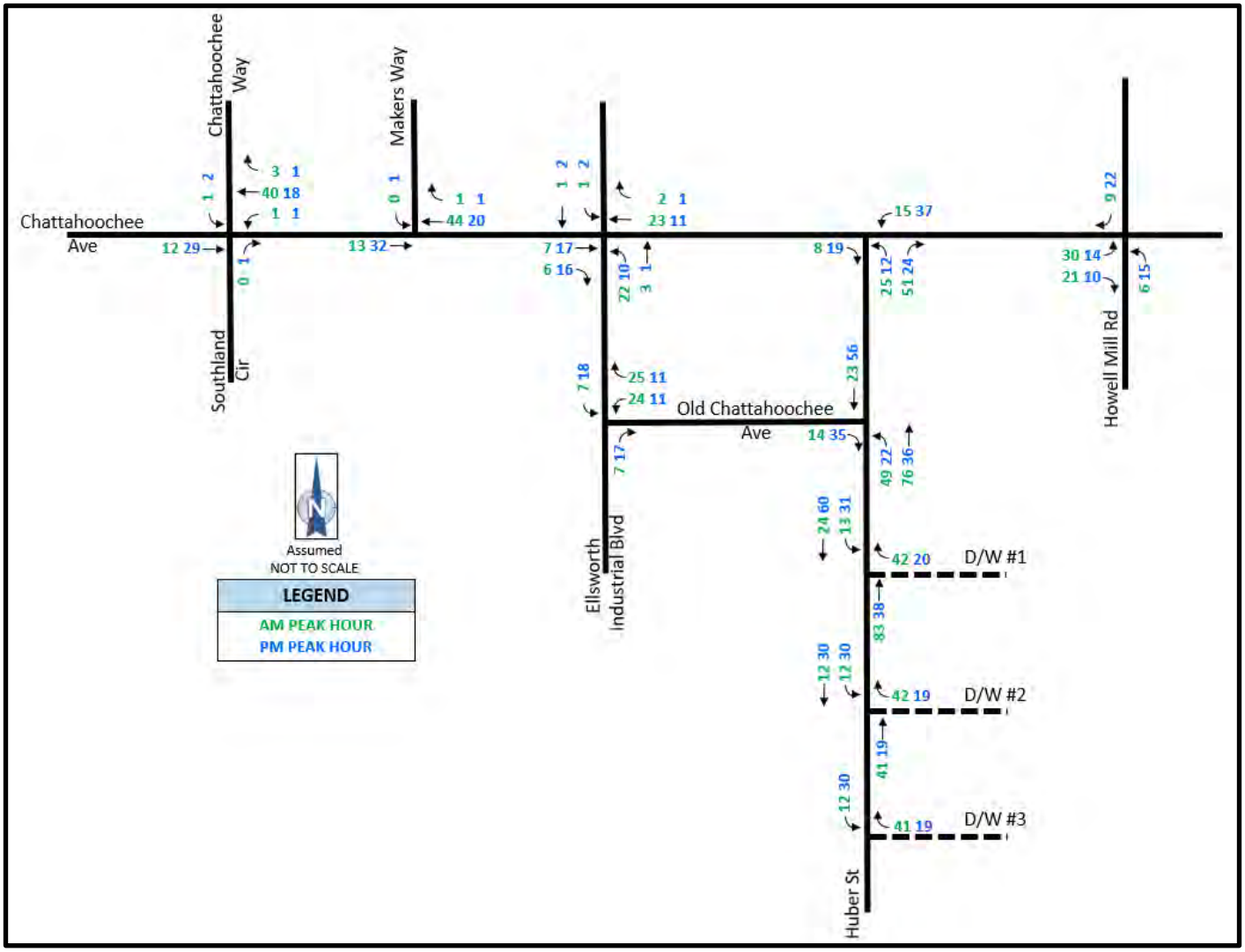
The following assumptions were made when distributing the trips:

- All of the trips travelling to and from Howell Mill Road will enter and exit via Chattahoochee Avenue at Huber Street.
- All of the trips travelling to and from the south on Ellsworth Industrial Boulevard will enter and exit via Old Chattahoochee Avenue.
- 50% of the trips travelling to and from the north on Ellsworth Industrial Boulevard and the west on Chattahoochee Avenue will enter and exit via Chattahoochee Avenue at Huber Street, and the other 50% will use Old Chattahoochee Avenue.

New Trips

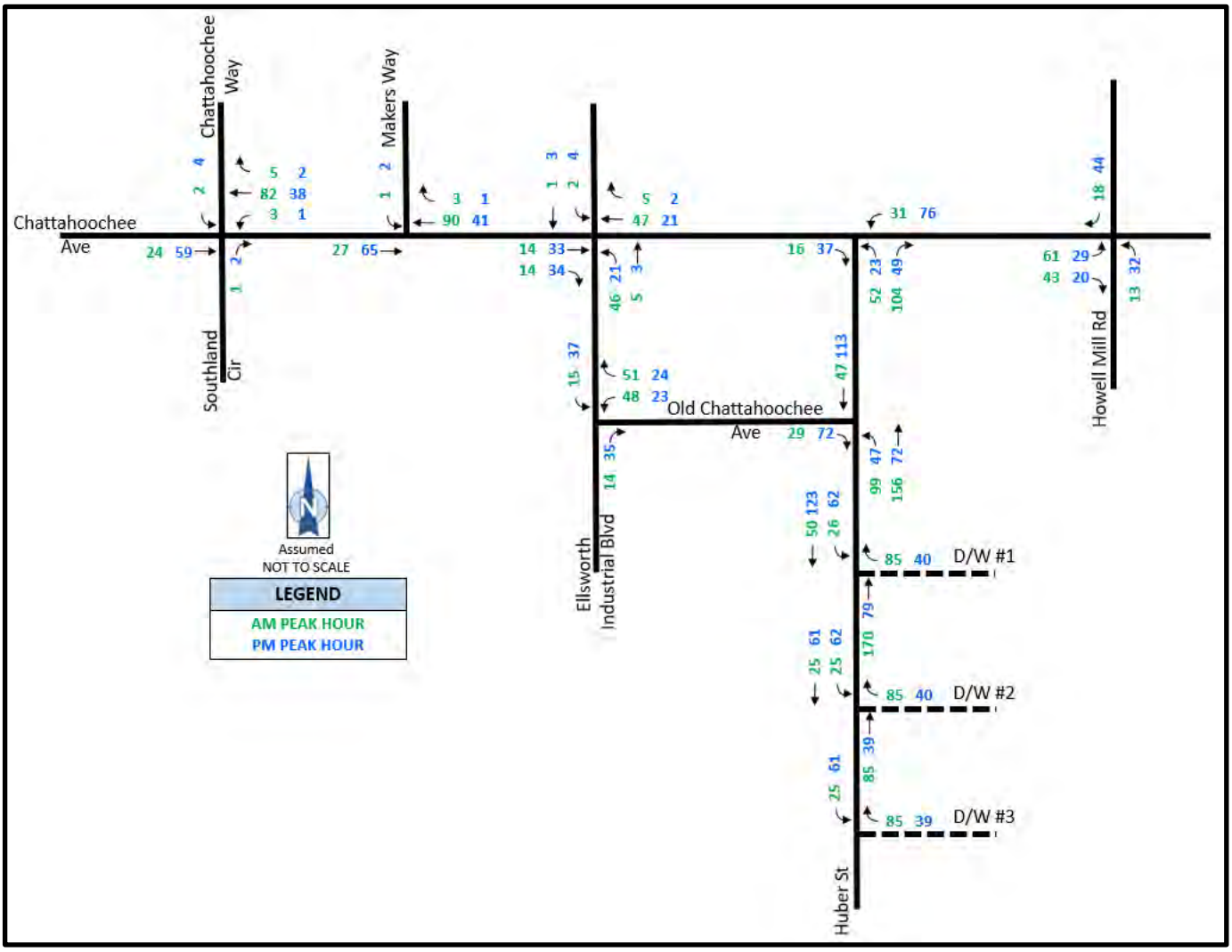
The generated new trips for Phase A of the development are shown in Figure 21. These trips were assigned in accordance with the distribution and assumptions listed on the previous page.

Figure 21: NEW TRIPS, PHASE A



The generated new trips for the full build-out of the development (Phase A and Phase B) are shown in Figure 22. These trips were assigned in accordance with the distribution and assumptions listed on the previous pages.

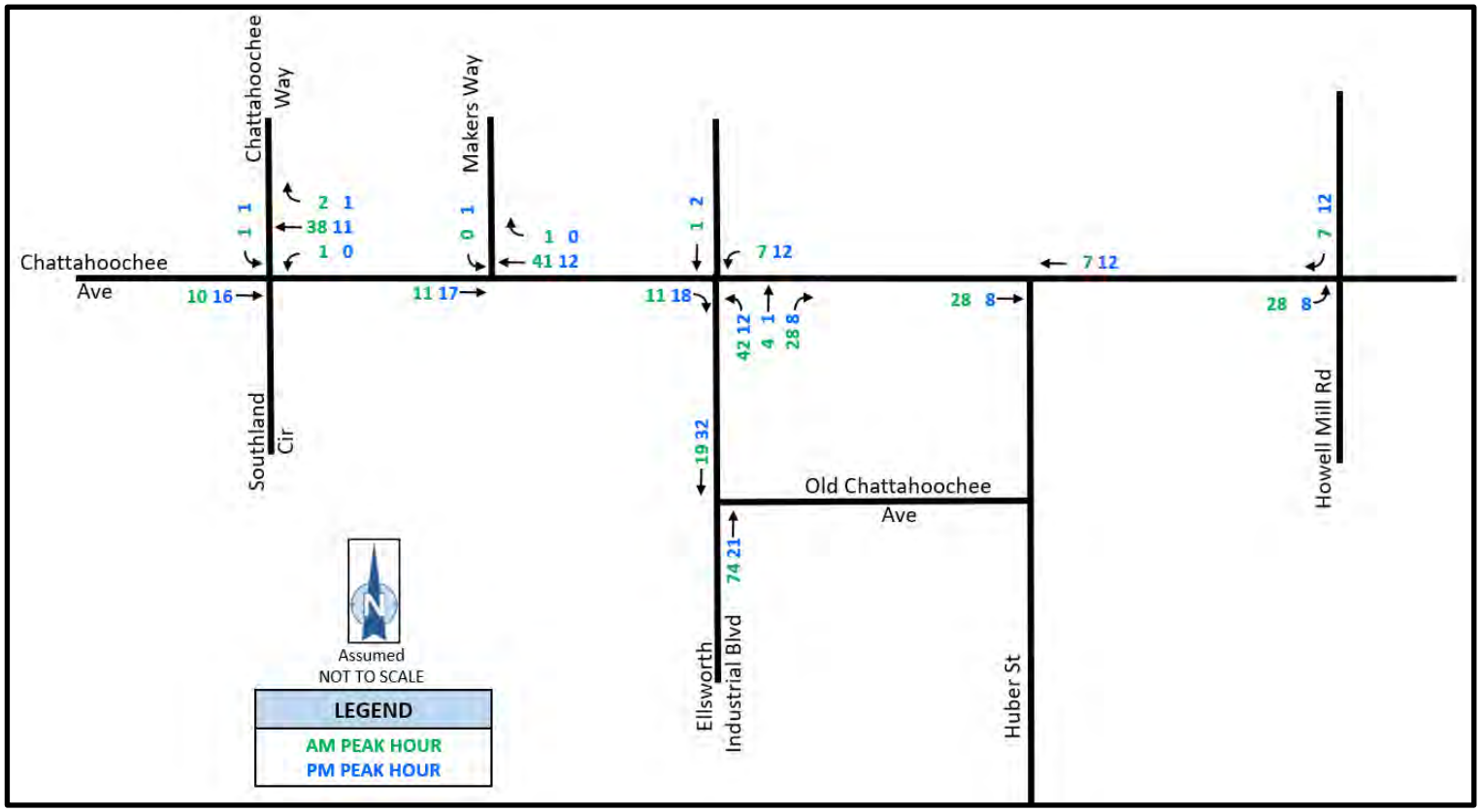
Figure 22: NEW TRIPS, FULL BUILD-OUT (PHASE A + PHASE B)



DRI #3613 Development Volumes

The generated trips from the DRI #3613 development are shown in Figure 23. It was assumed that 25% to the generated vehicular trips would travel north on Ellsworth Industrial Boulevard into the study network.

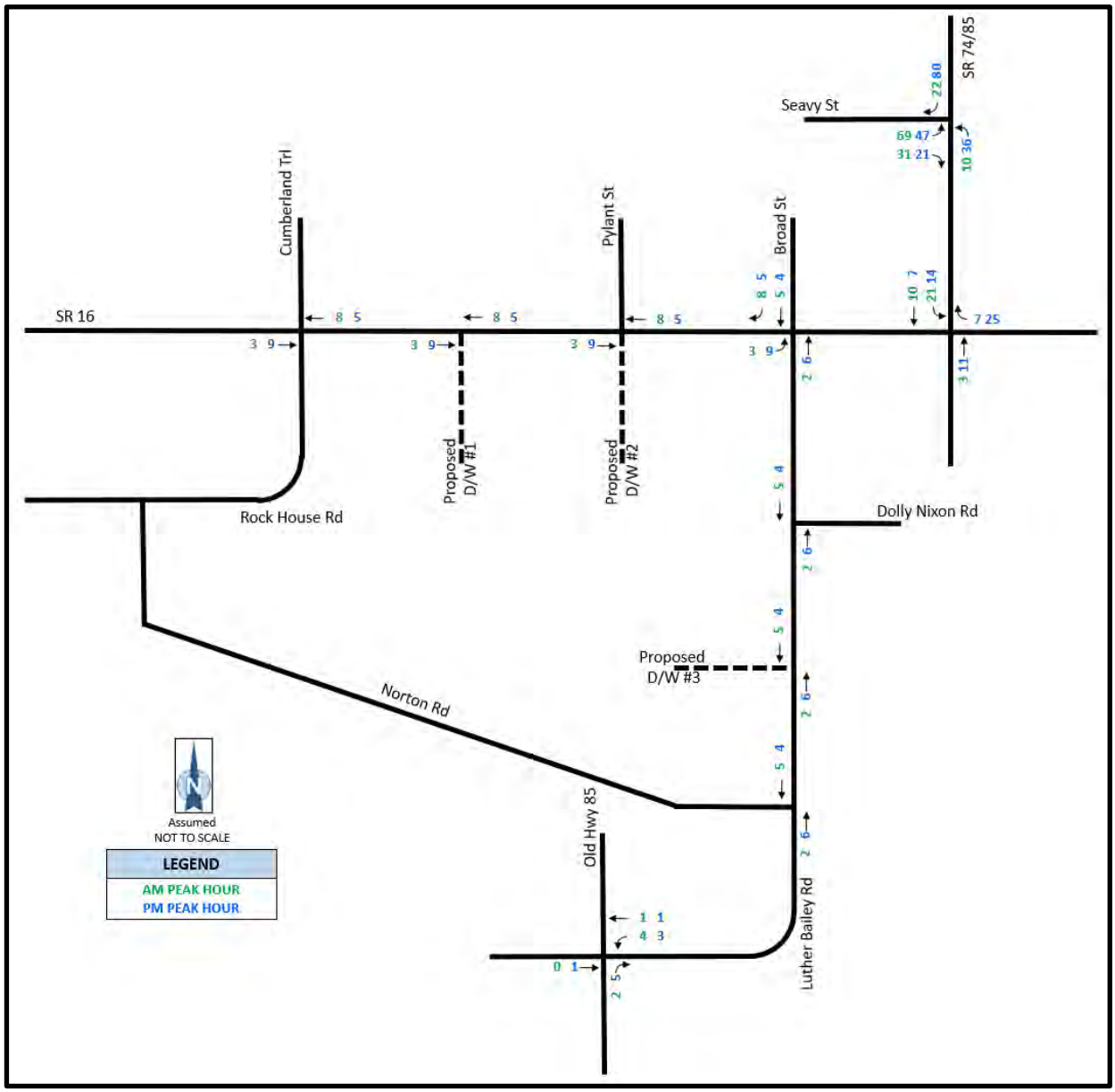
Figure 23: DRI #3613 DEVELOPMENT VOLUMES



1611 Ellsworth Industrial Data Center Development Volumes

The generated trips from the data center development are shown in Figure 24.

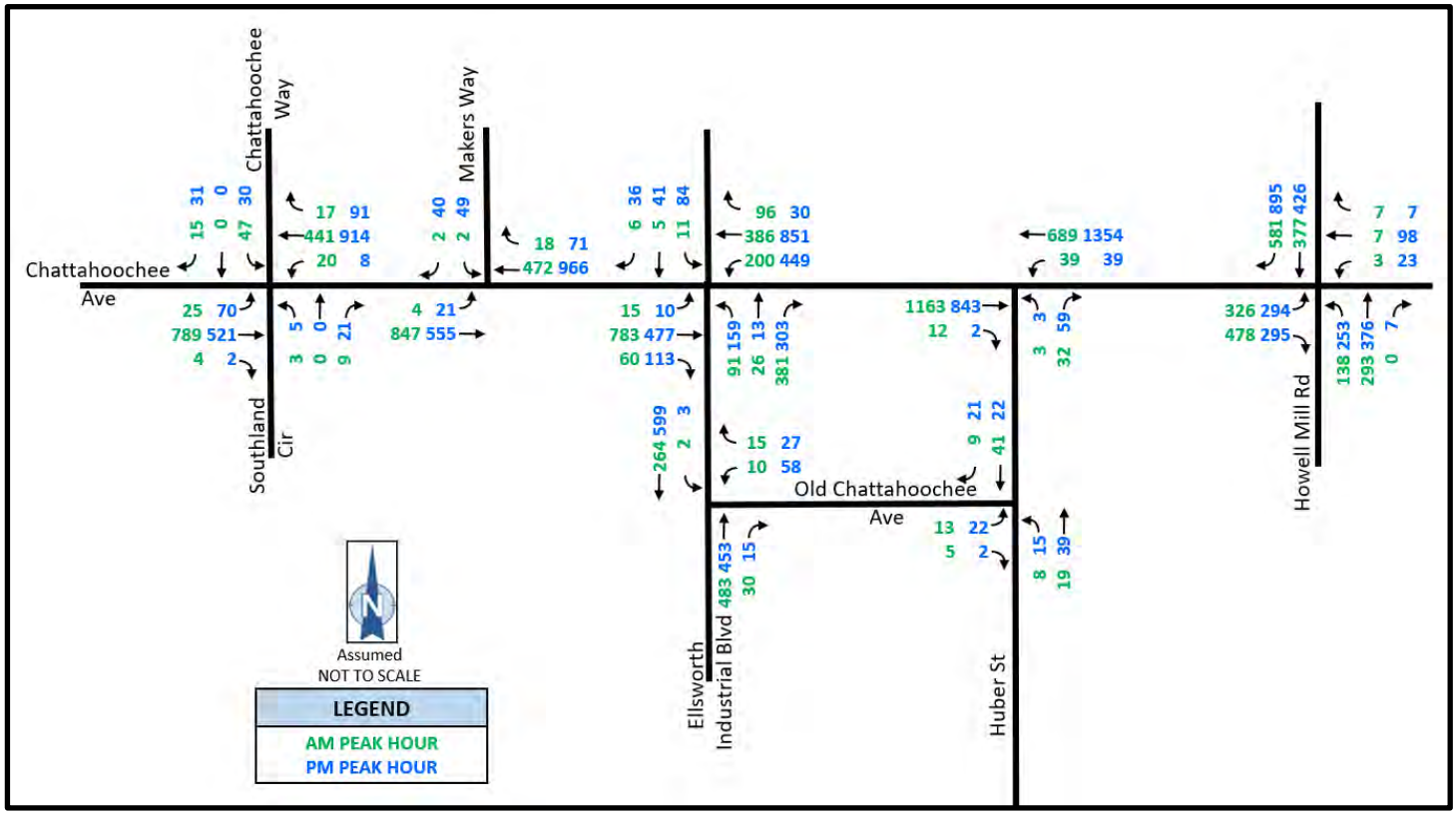
Figure 24: 1611 ELLSWORTH INDUSTRIAL DATA CENTER DEVELOPMENT VOLUMES



No-Build Volumes

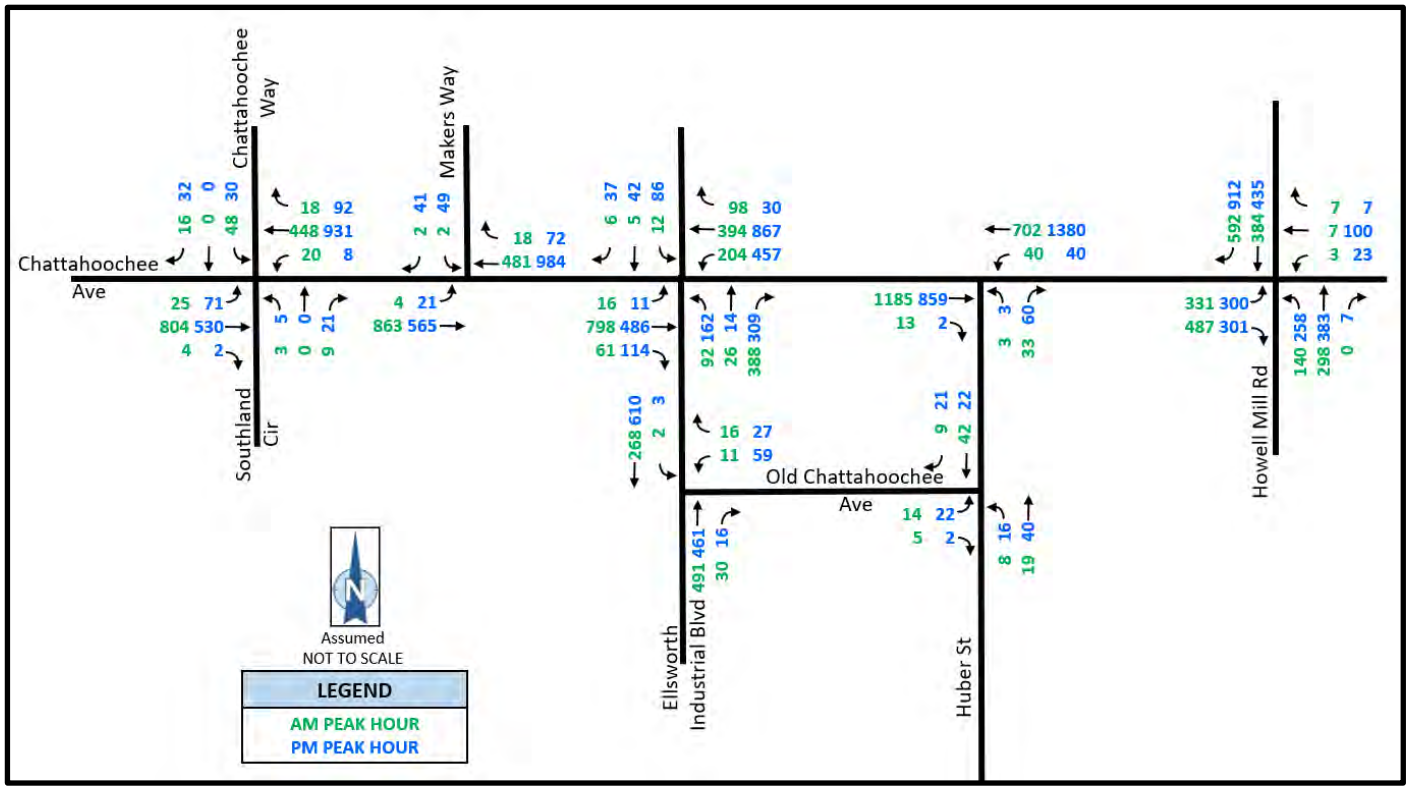
The Projected 2029 No-Build Volumes are derived by combining the Projected 2029 Background Growth Volumes (Figure 17), the DRI #3613 development volumes (Figure 23), and the 1611 Ellsworth Industrial Data Center development volumes (Figure 24). The Projected 2029 No-Build Volumes are shown in Figure 25.

Figure 25: PROJECTED 2029 NO-BUILD VOLUMES



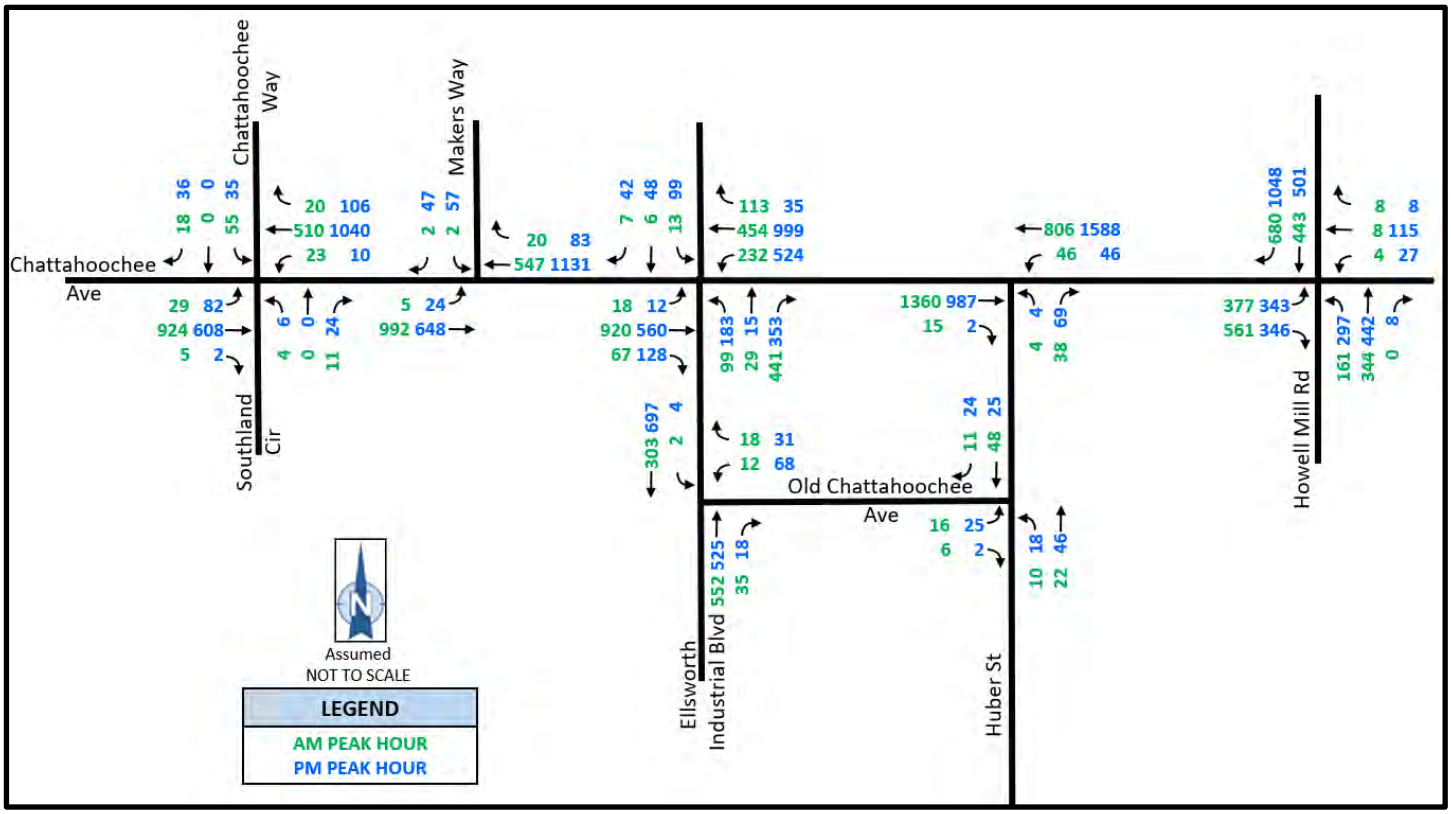
The Projected 2031 No-Build Volumes are derived by combining the Projected 2031 Background Growth Volumes (Figure 18), the DRI #3613 development volumes (Figure 23), and the 1611 Ellsworth Industrial Data Center development volumes (Figure 24). The Projected 2031 No-Build Volumes are shown in Figure 26.

Figure 26: PROJECTED 2031 NO-BUILD VOLUMES



The Projected 2051 No-Build Volumes are derived by combining the Projected 2051 Background Growth Volumes (Figure 19), the DRI #3613 development volumes (Figure 23), and the 1611 Ellsworth Industrial Data Center development volumes (Figure 24). The Projected 2051 No-Build Volumes are shown in Figure 27.

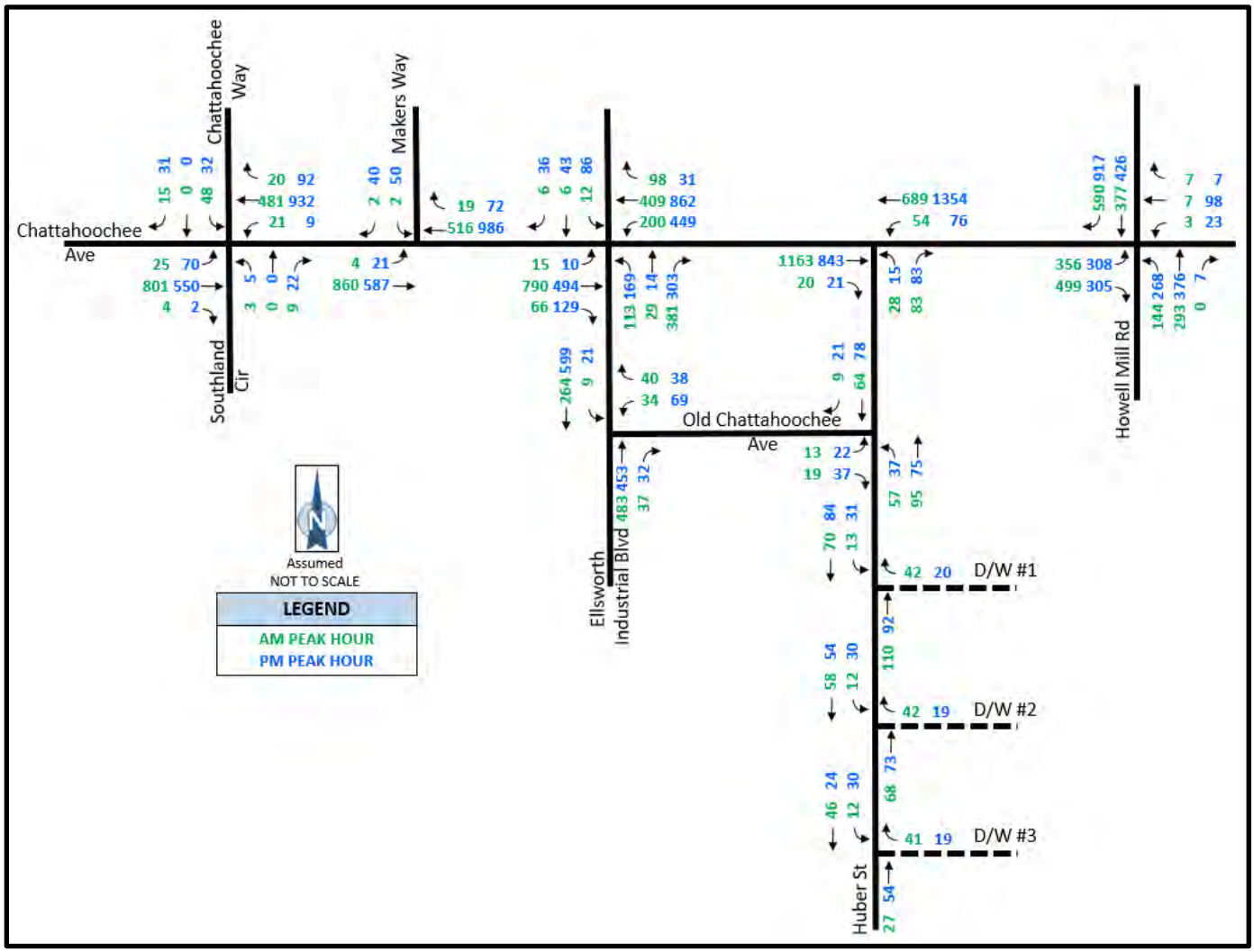
Figure 27: PROJECTED 2051 NO-BUILD VOLUMES



Projected Build Volumes

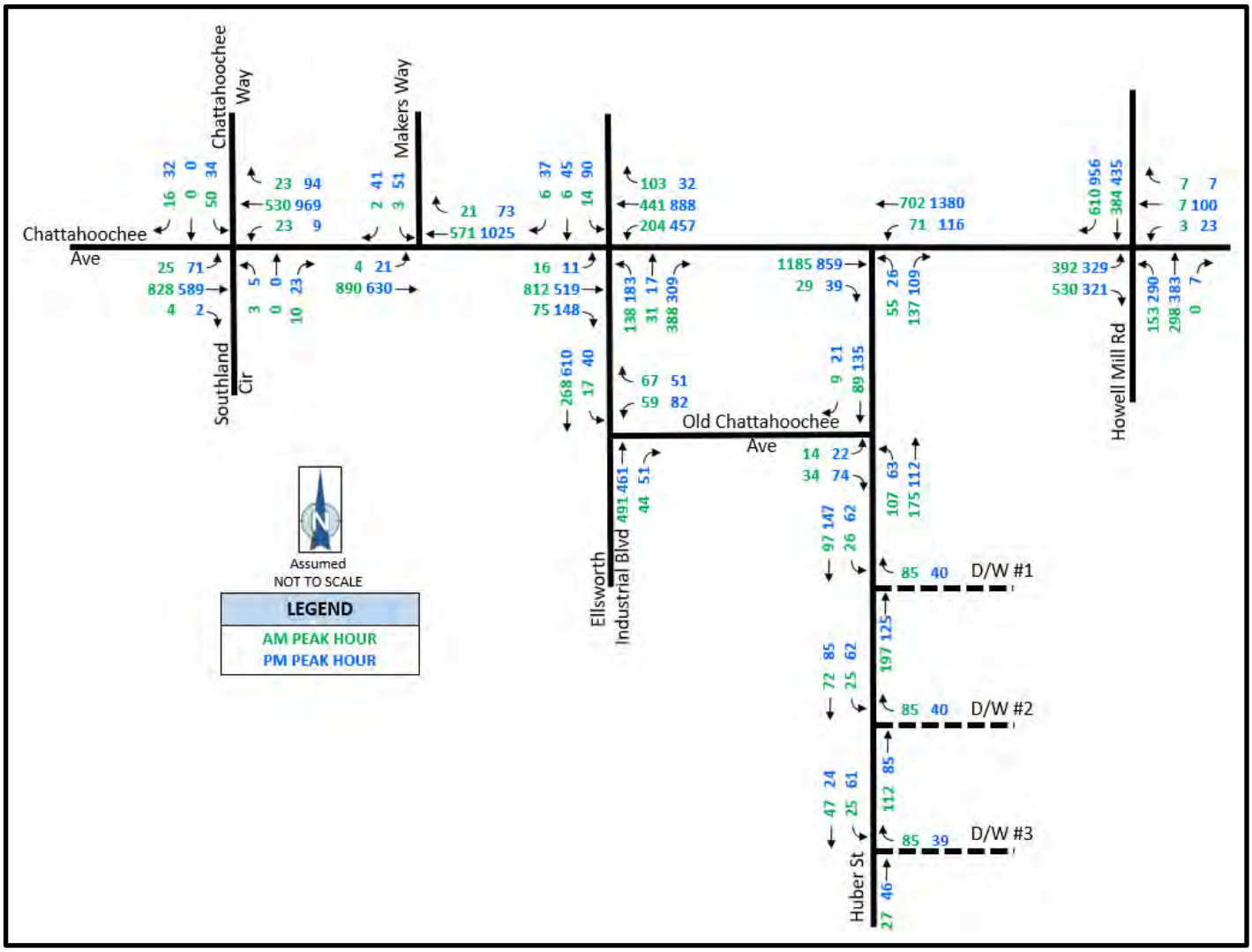
The Projected 2029 Build Volumes are derived by combining the Projected 2029 No-Build Volumes (Figure 25) and the Phase A new trips (Figure 21). The Projected 2029 Build Volumes are shown in Figure 28.

Figure 28: PROJECTED 2029 BUILD VOLUMES



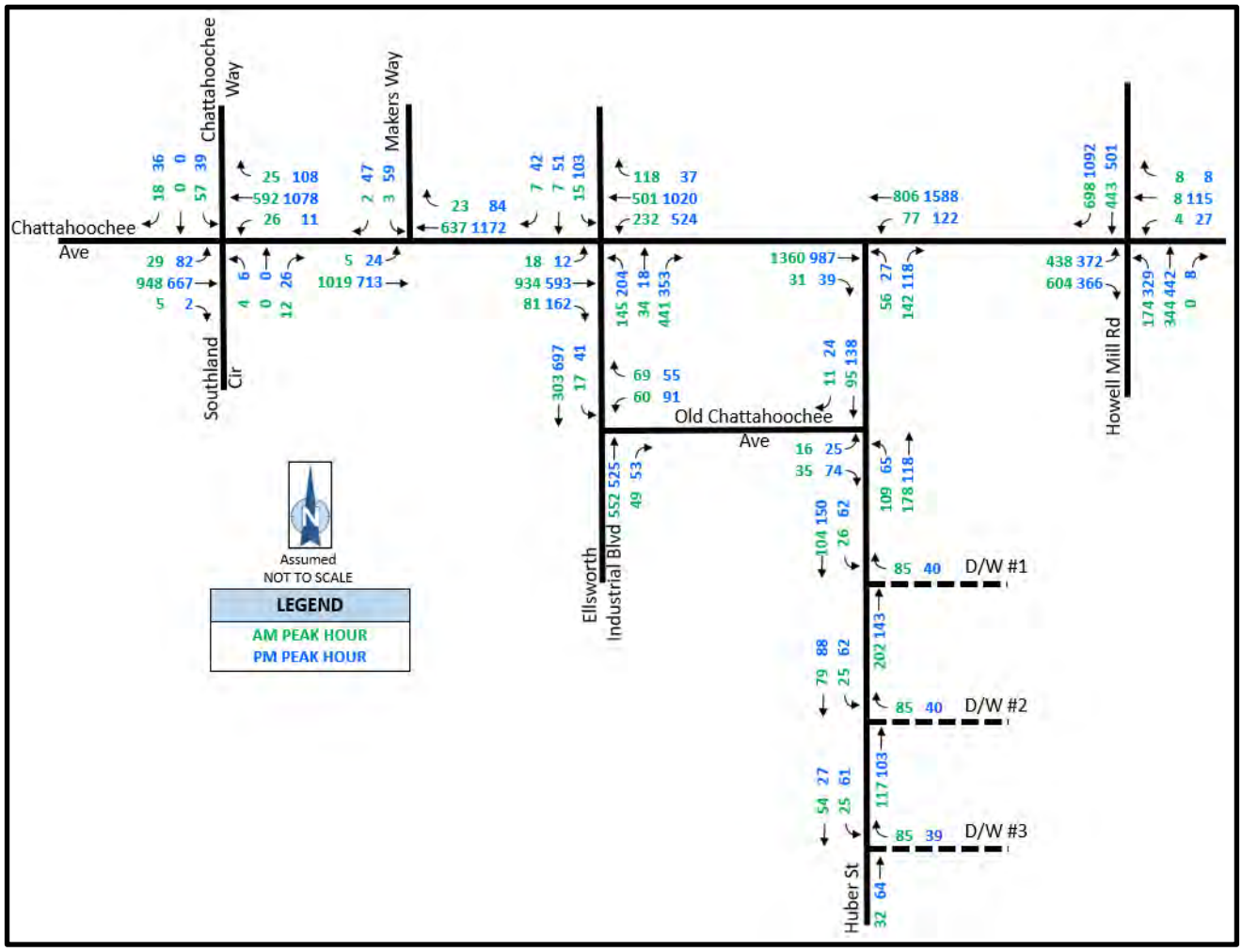
The Projected 2031 Build Volumes are derived by combining the Projected 2031 No-Build Volumes (Figure 26) and the full build-out new trips (Figure 22). The Projected 2031 Build Volumes are shown in Figure 29.

Figure 29: PROJECTED 2031 BUILD VOLUMES



The Projected 2051 Build Volumes are derived by combining the Projected 2051 No-Build Volumes (Figure 27) and the full build-out new trips (Figure 22). The Projected 2051 Build Volumes are shown in Figure 30.

Figure 30: PROJECTED 2051 BUILD VOLUMES



7% ANALYSIS

GRTA technical guidelines state that the study network should extend far enough so that the generated traffic assigned to any road will not exceed 7% of its capacity. An evaluation was conducted to determine if this 7% requirement is met by the proposed study network for the traffic generated. The distribution for this evaluation was based on the surrounding GDOT stations and conducted as part of the Methodology Meeting Packet.

Figure 31 below shows the daily capacity added by the development for each road segment in the study area, and Table 24 shows a breakdown of each road segment.

Figure 31: CAPACITY ADDED BY THE DEVELOPMENT

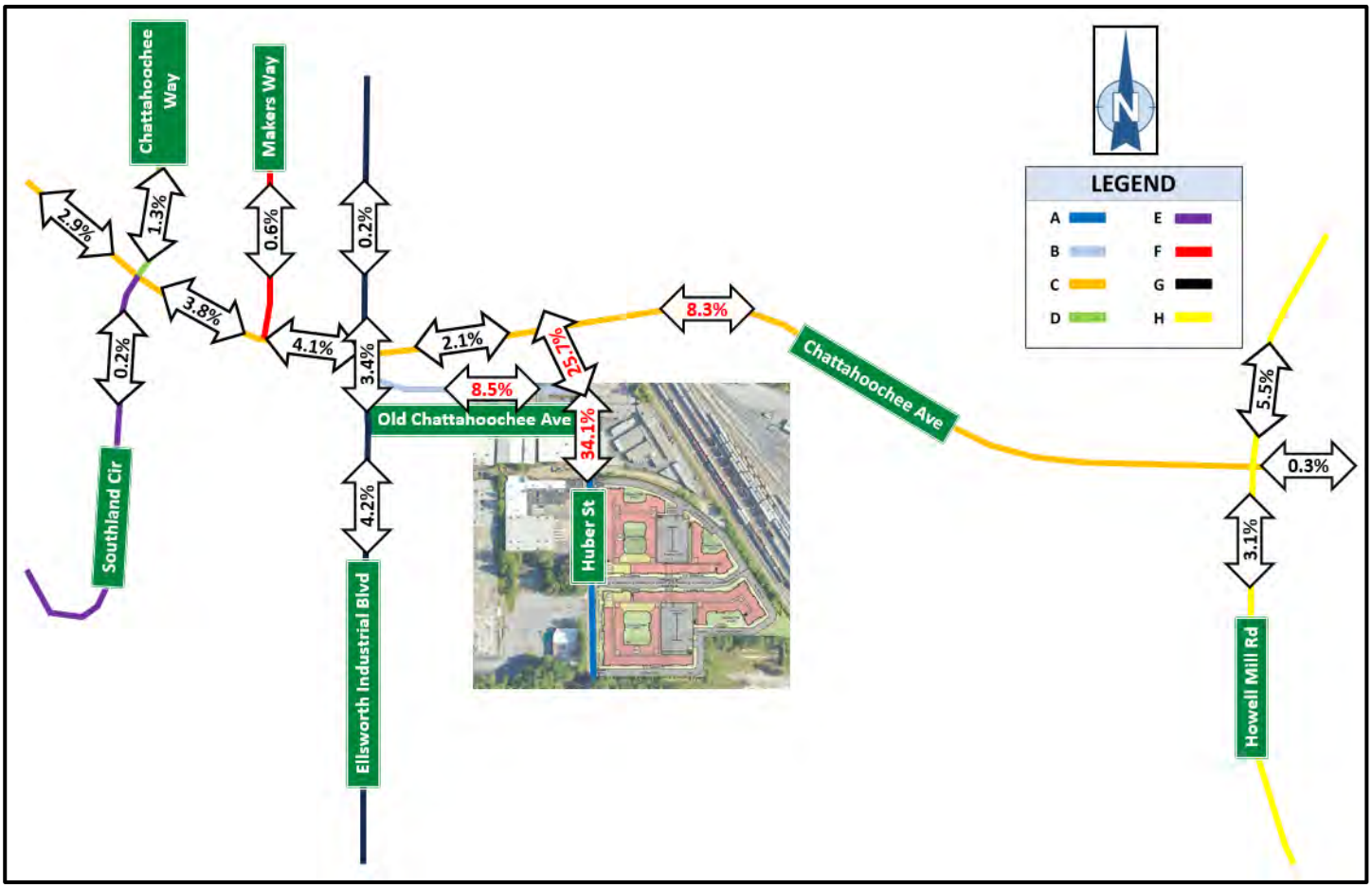


Table 24: 7% DAILY CAPACITY EVALUATION

ID	ROADWAY	FROM	TO	# LANES	TYPE	DIVIDED?	LEFT TURN BAYS?	LOS	FACILITY SERVICE VOLUME (vpd)	ADJUSTED FACILITY SERVICE VOLUME (vpd)	TOTAL TRIPS ADDED	% SERVICE VOLUME CONSUMED	IMPACT > 7%?
A	Huber Street	Site Driveways	Old Chattahoochee Avenue	2	Non-State Roadway	N	N	D	14,600	11,680	3,984	**34.1%**	**Y**
		Old Chattahoochee Avenue	Chattahoochee Avenue	2	Non-State Roadway	N	N	D	14,600	11,680	2,996	**25.7%**	**Y**
B	Old Chattahoochee Avenue	Huber Street	Ellsworth Industrial Boulevard	2	Non-State Roadway	N	N	D	14,600	11,680	988	**8.5%**	**Y**
C	Chattahoochee Avenue	west of Chattahoochee Way / Southland Circle	Chattahoochee Way / Southland Circle	4	Non-State Roadway	N	N	D	31,700	23,775	682	2.9%	N
		Chattahoochee Way / Southland Circle	Makers Way	4	Non-State Roadway	N	N	D	31,700	23,775	896	3.8%	N
		Makers Way	Ellsworth Industrial Boulevard	4	Non-State Roadway	N	N	D	31,700	23,775	968	4.1%	N
		Ellsworth Industrial Boulevard	Huber Street	4	Non-State Roadway	N	N	D	31,700	23,775	498	2.1%	N
		Huber Street	Howell Mill Road	4	Non-State Roadway	N	Y	D	31,700	30,115	2498	**8.3%**	**Y**
		Howell Mill Road	East of Howell Mill Road	2	Non-State Roadway	N	N	D	31,700	30,115	96	0.3%	N
D	Chattahoochee Way	Chattahoochee Avenue	north of Chattahoochee Avenue	2	Non-State Roadway	Y	Y	D	14,600	15,330	192	1.3%	N
E	Southland Circle	Chattahoochee Avenue	south of Chattahoochee Avenue	2	Non-State Roadway	N	N	D	14,600	11,680	24	0.2%	N
F	Makers Way	Chattahoochee Avenue	north of Chattahoochee Avenue	2	Non-State Roadway	N	N	D	14,600	11,680	72	0.6%	N
G	Ellsworth Industrial Boulevard	south of Old Chattahoochee Avenue	Old Chattahoochee Avenue	2	Non-State Roadway	N	N	D	14,600	11,680	494	4.2%	N
		Old Chattahoochee Avenue	Chattahoochee Avenue	2	Non-State Roadway	N	Y	D	14,600	14,600	494	3.4%	N
		Chattahoochee Avenue	north of Chattahoochee Avenue	2	Non-State Roadway	N	Y	D	14,600	14,600	24	0.2%	N
H	Howell Mill Road	south of Chattahoochee Avenue	Chattahoochee Avenue	4	Non-State Roadway	N	N	D	31,700	23,775	740	3.1%	N
		Chattahoochee Avenue	north of Chattahoochee Avenue	4	Non-State Roadway	N	Y	D	31,700	30,115	1662	5.5%	N

Roadway color corresponds with Figure 26

Scenario Modeling (Section 3.2.2):

Level of Service Analysis (Section 3.2.2.1):

CAPACITY ANALYSIS

Existing and projected conditions were evaluated using capacity analysis techniques described in the *Highway Capacity Manual, Special Report 209*, published by the Transportation Research Board, 7th Edition. HCM Level of Service (LOS) definitions are shown in Table 25.

Table 25: LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE	DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS
A	≤10.0	≤10.0
B	10.1 to 20.0	10.1 to 15.0
C	20.1 to 35.0	15.1 to 25.0
D	35.1 to 55.0	25.1 to 35.0
E	55.1 to 79.9	35.1 to 49.9
F	>80.0	>50.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 6th Edition

Software Assumptions and Inputs (Section 3.2.2.2):

Capacity analysis for every intersection control except for roundabouts were evaluated using the *Synchro 12* software from Trafficware. Roundabout alternatives were analyzed using the Sidra software. These programs conducted the analysis using HCM standards.

Existing Conditions (Section 3.2.2.3):

EXISTING CONDITIONS

The intersections were evaluated under existing conditions, with existing geometry and existing timing. The results of the capacity analysis are summarized in Table 26 below. For each condition, the level of service is shown, followed parenthetically by the average delay per vehicle, in seconds. Capacity analysis reports for existing conditions can be found in Appendix I.

Table 26: CAPACITY ANALYSIS RESULTS, EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	A (9.2)	A (9.4)
	NBL/T	A (2.4)	A (2.1)
	SBT/R	-	-
Chattahoochee Ave @ Huber St	EBT	-	-
	EBT/R	-	-
	WBL/T	B (14.0)	B (10.6)
	WBT	A (1.5)	A (1.0)
	NBL/R	C (21.9)	B (14.1)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	B (12.8)	C (19.2)
	NBT/R	-	-
	SBL/T	A (0.1)	A (0.1)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	C (24.4)	**E (62.0)**
Chattahoochee Ave @ Makers Way	EBL/T	A (8.3)	B (10.4)
	EBT	-	A (0.3)
	WBT	-	-
	WBT/R	-	-
	SBL/R	B (14.1)	D (31.7)
Chattahoochee Ave @ Chattahoochee Way	Signal	C (23.8)	C (33.9)
Howell Mill Rd @ Chattahoochee Ave	Signal	D (50.6)	**F (81.5)**

-: A (0.0)

Capacity analysis results indicate that each of the intersections are currently operating at LOS 'D' or better in both peak hours except for the intersections of Chattahoochee Avenue at Ellsworth Industrial Boulevard and Howell Mill Road at Chattahoochee Avenue. Chattahoochee Avenue at Ellsworth Industrial Boulevard operates at LOS 'E' in the PM Peak Hour, while Howell Mill Road at Chattahoochee Avenue operates at LOS 'F' in the PM Peak Hour.

Table 27 below shows the 95th percentile queue length in feet for the study intersections under existing conditions.

Table 27: 95TH PERCENTILE QUEUE LENGTH (FT), EXISTING CONDITIONS

INTERSECTION	MOVEMENT	EXISTING YEAR (2025)	
		AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	3	3
	NBL/T	0	0
	SBT/R	0	0
Chattahoochee Ave @ Huber St	EBT	0	0
	EBT/R	0	0
	WBL/T	8	5
	WBT	0	0
	NBL/R	13	13
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	5	25
	NBT/R	0	0
	SBL/T	0	0
Chattahoochee Ave @ Ellsworth Industrial Blvd	EBL/T	255	165
	EBT/R	243	148
	WBL/T	285	**940**
	WBT/R	265	**720**
	NBL	25	90
	NBT/R	270	203
	SBL	10	68
	SBT/R	5	43
Chattahoochee Ave @ Makers Way	EBL/T	0	3
	EBT	0	0
	WBT	0	0
	WBT/R	0	0
	SBL/R	0	45
Chattahoochee Ave @ Chattahoochee Way	EBL	18	55
	EBT	280	175
	EBT/R	293	185
	WBL	18	8
	WBT	193	**493**
	WBT/R	198	**500**
	NBL/T/R	15	30
	SBL	55	33
	SBT/R	18	35
Howell Mill Rd @ Chattahoochee Ave	EBL	293	**370**
	EBR	**757**	**430**
	WBL/T/R	23	215
	NBL	75	203
	NBT	75	120
	NBT/R	75	125
	SBT	280	**380**
	SBR	**518**	**1693**

XXX: Queue exceeds 300 feet
25 ft = 1 car

No-Build Conditions (Section 3.2.2.4):

NO-BUILD CONDITIONS

The intersections were evaluated under projected No-Build conditions with projected geometry, nearby improvement projects, and projected 2029/31/51 No-Build volumes. The results of the capacity analysis are summarized in Table 28 below. Capacity analysis reports for the No-Build conditions can be found in Appendix J.

Table 28: CAPACITY ANALYSIS RESULTS, NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE A BUILD (2029)		PHASE B BUILD (2031)		DESIGN (2051)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	A (9.2)	A (9.5)	A (9.2)	A (9.5)	A (9.3)	A (9.7)
	NBL/T	A (2.3)	A (2.1)	A (2.3)	A (2.1)	A (2.4)	A (2.1)
	SBT/R	-	-	-	-	-	-
Chattahoochee Ave @ Huber St	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL/T	B (14.3)	B (10.7)	B (14.6)	B (10.8)	C (17.2)	B (11.8)
	WBT	A (1.7)	A (1.0)	A (1.8)	A (1.1)	A (3.1)	A (1.7)
	NBL/R	**E (38.3)**	C (20.2)	**E (40.4)**	C (20.8)	**F (72.9)**	D (28.6)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	B (14.6)	C (22.6)	B (14.9)	C (23.4)	C (16.4)	D (32.3)
	NBT/R	-	-	-	-	-	-
	SBL/T	A (0.1)	A (0.1)	A (0.1)	A (0.1)	A (0.1)	A (0.1)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	C (28.4)	**E (77.1)**	C (29.9)	**F (83.1)**	D (47.3)	**F (142.0)**
Chattahoochee Ave @ Makers Way	EBL/T	A (8.5)	B (10.7)	A (8.5)	B (10.8)	A (8.8)	B (11.8)
	EBT	-	A (0.4)	-	A (0.4)	A (0.1)	A (0.6)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	SBL/R	C (15.2)	**E (38.2)**	C (15.4)	**E (40.2)**	C (17.6)	**F (83.6)**
Chattahoochee Ave @ Chattahoochee Way	Signal	C (24.6)	D (36.1)	C (24.8)	D (37.0)	C (26.2)	D (46.6)
Howell Mill Rd @ Chattahoochee Ave	Signal	C (30.6)	C (33.8)	C (31.4)	C (34.6)	D (46.6)	D (43.3)

-: A (0.0)
F (*): Delay exceeds 1000 seconds

Capacity analysis results for the No-Build Conditions indicate the following intersections are projected to experience unacceptable operation:

- Chattahoochee Avenue at Huber Street, which is projected to operate at LOS 'E' or worse on the northbound approach during the AM Peak Hour beginning in 2029.
- Chattahoochee Avenue at Ellsworth Industrial Boulevard, which is projected to operate at LOS 'E' or worse during the PM Peak Hour beginning in 2029.
- Chattahoochee Avenue at Makers Way, which is projected to operate at LOS 'E' or worse on the southbound approach during the PM Peak Hour beginning in 2029.

Table 29 below shows the 95th percentile queue length in feet for the study intersections under projected No-Build conditions.

Table 29: 95TH PERCENTILE QUEUE LENGTH (FT), NO-BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE A BUILD (2029)		PHASE B BUILD (2031)		DESIGN (2051)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	3	3	3	3	3	3
	NBL/T	0	0	0	0	0	3
	SBT/R	0	0	0	0	0	0
Chattahoochee Ave @ Huber St	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL/T	8	5	10	5	13	8
	WBT	0	0	0	0	0	0
	NBL/R	25	20	28	20	53	35
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	5	30	8	33	8	53
	NBT/R	0	0	0	0	0	0
	SBL/T	0	0	0	0	0	0
Chattahoochee Ave @ Ellsworth Industrial Blvd	EBL/T	273	188	280	195	**350**	238
	EBT/R	258	160	263	163	**318**	193
	WBL/T	**333**	**1130**	**355**	**1203**	**608**	**1870**
	WBT/R	295	**865**	**305**	**923**	**403**	**1473**
	NBL	60	110	60	110	65	133
	NBT/R	**325**	225	**333**	230	**410**	265
	SBL	10	73	13	75	13	95
	SBT/R	5	45	8	48	8	53
Chattahoochee Ave @ Makers Way	EBL/T	0	3	0	3	0	3
	EBT	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBT/R	0	0	0	0	0	0
	SBL/R	0	58	0	60	0	115
Chattahoochee Ave @ Chattahoochee Way	EBL	18	58	18	58	23	73
	EBT	298	190	**305**	195	**358**	220
	EBT/R	**310**	198	**315**	200	**373**	230
	WBL	20	8	20	8	25	10
	WBT	218	**535**	223	**553**	253	**695**
	WBT/R	225	**545**	230	**560**	260	**710**
	NBL/T/R	15	33	15	33	18	35
	SBL	58	35	60	35	68	43
	SBT/R	18	38	20	38	23	45
Howell Mill Rd @ Chattahoochee Ave	EBL	103	170	105	175	125	203
	EBR	**430**	**365**	**445**	**378**	**683**	**463**
	WBL/T/R	8	190	18	195	20	228
	NBL	80	188	83	195	120	**305**
	NBT	78	120	80	125	98	170
	NBT/R	78	128	80	133	98	178
	SBT	**303**	**393**	**315**	**410**	**405**	**558**
	SBR	0	0	0	0	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

Capacity analysis results indicated that several intersections are projected to experience unacceptable operation and need improvements to improve the LOS and queueing. The following are the minimum improvements needed to be implemented to feasibly improve the operation.

- Chattahoochee Avenue at Huber Street: ***Right-Out Only*** (Improves operation of intersection that allows left turns onto Huber Street)
- Chattahoochee Avenue at Ellsworth Industrial Boulevard: ***Signal and Timing Improvements*** (No geometric improvements that improves the operation of two signalized intersections).
- Chattahoochee Avenue at Chattahoochee Way: ***Right-Out Only*** (Redirect volumes to the signalized intersection of Chattahoochee Avenue at Chattahoochee Way).

Table 33 below shows the comparisons between the No-Build Condition intersections with and without improvements.

Table 33: NO-BUILD CONDITION IMPROVEMENTS COMPARISON TABLE

INTERSECTION	MOVEMENT	2031 NO-BUILD		2051 NO-BUILD		MINIMUM IMPROVEMENT	MOVEMENT	2031 NO-BUILD		2051 NO-BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR			AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St	EBT	-	-	-	-	Right-Out Only	EBT	-	-	-	-
	EBR	-	-	-	-		EBR	-	-	-	-
	WBL/T	B (14.6)	B (10.8)	C (17.2)	B (11.8)		WBL/T	B (14.6)	B (10.8)	C (17.2)	B (11.8)
	WBT	A (1.8)	A (1.1)	A (3.1)	A (1.7)		WBT	A (1.8)	A (1.1)	A (3.1)	A (1.7)
	NBL/R	**E (40.4)**	C (20.8)	**F (72.9)**	D (28.6)		NBR	D (32.0)	C (18.1)	**E (46.4)**	C (22.1)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	C (29.9)	**F (83.1)**	D (47.3)	**F (142.0)**	Phasing and Timing Improvements	Signal	B (12.8)	D (36.4)	B (16.9)	D (41.8)
Chattahoochee Ave @ Makers Way	EBL/T	A (8.5)	B (10.8)	A (8.8)	B (11.8)	Right-Out Only	EBL/T	A (8.5)	B (10.8)	A (8.8)	B (11.8)
	EBT	-	A (0.4)	A (0.1)	A (0.6)		EBT	-	A (0.4)	A (0.1)	A (0.6)
	WBT	-	-	-	-		WBT	-	-	-	-
	WBT/R	-	-	-	-		WBT/R	-	-	-	-
	SBL/R	C (15.4)	**E (40.2)**	C (17.6)	**F (83.6)**		SBR	A (10.0)	B (13.2)	B (10.3)	B (14.5)

-: A (0.0)

F (*): Delay exceeds 1000 seconds

Build Conditions (Section 3.2.2.5):

BUILD CONDITIONS

The intersections were evaluated under projected Build conditions with projected geometry, existing timing, and projected 2026/46 Build traffic volumes. The results of the capacity analysis are summarized in Table 34 below. Capacity analysis reports for projected Build conditions can be found in Appendix K.

Table 34: CAPACITY ANALYSIS RESULTS, BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE A BUILD (2029)		PHASE B BUILD (2031)		DESIGN (2051)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	B (10.0)	B (10.1)	B (11.2)	B (11.3)	B (11.6)	B (11.6)
	NBL/T	A (2.8)	A (2.5)	A (3.0)	A (2.8)	A (3.0)	A (2.8)
	SBT/R	-	-	-	-	-	-
Chattahoochee Ave @ Huber St	EBT	-	-	-	-	-	-
	EBR	-	-	-	-	-	-
	WBL/T	B (14.2)	B (10.8)	B (14.8)	B (11.2)	C (17.6)	B (12.3)
	WBT	A (2.1)	A (1.8)	A (2.9)	A (2.8)	A (4.7)	A (4.1)
	NBL/R	**F (157.5)**	**E (36.4)**	**F (574.2)**	**F (97.4)**	**F (*)**	**F (291.5)**
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	C (16.6)	D (26.2)	C (21.1)	D (34.2)	C (24.2)	**F (58.8)**
	NBT/R	-	-	-	-	-	-
	SBL/T	A (0.3)	A (0.3)	A (0.5)	A (0.5)	A (0.5)	A (0.5)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	C (29.8)	**F (82.8)**	C (34.0)	**F (95.0)**	**E (55.8)**	**F (157.0)**
Chattahoochee Ave @ Makers Way	EBL/T	A (8.6)	B (10.8)	A (8.8)	B (11.0)	A (9.1)	B (12.0)
	EBT	A (0.1)	A (0.4)	A (0.1)	A (0.4)	A (0.1)	A (0.7)
	WBT	-	-	-	-	-	-
	WBT/R	-	-	-	-	-	-
	SBL/R	C (16.0)	**E (42.1)**	C (18.6)	**E (49.6)**	C (21.7)	**F (114.2)**
Chattahoochee Ave @ Chattahoochee Way	Signal	C (25.1)	D (36.9)	C (25.8)	D (39.1)	C (27.3)	D (51.0)
Howell Mill Rd @ Chattahoochee Ave	Signal	C (32.1)	C (34.9)	D (35.7)	D (36.8)	D (48.0)	D (49.8)
Huber St @ D/W #1	WBL/R	A (9.1)	A (8.9)	A (9.9)	A (9.1)	A (9.9)	A (9.3)
	NBT/R	-	-	-	-	-	-
	SBL/T	A (1.2)	A (2.0)	A (1.6)	A (2.3)	A (1.5)	A (2.2)
Huber St @ D/W #2	WBL/R	A (8.8)	A (8.7)	A (9.3)	A (8.9)	A (9.3)	A (9.0)
	NBT/R	-	-	-	-	-	-
	SBL/T	A (1.3)	A (2.7)	A (1.9)	A (3.2)	A (1.8)	A (3.1)
Huber St @ D/W #3	WBL/R	A (8.6)	A (8.6)	A (8.8)	A (8.7)	A (8.8)	A (8.8)
	NBT/R	-	-	-	-	-	-
	SBL/T	A (1.5)	A (4.1)	A (2.5)	A (5.3)	A (2.3)	A (5.2)

-: A (0.0)

F (*): Delay exceeds 1000 seconds

Capacity analysis results for the Build Conditions indicate the following intersections are projected to experience unacceptable operation:

- Chattahoochee Avenue at Huber Street, which is projected to operate at LOS 'E' or worse on the northbound approach during both peak hours beginning in 2029.
- Ellsworth Industrial Boulevard at Old Chattahoochee Avenue, which is projected to operate at LOS 'F' on the westbound approach during the PM Peak Hour by 2051.
- Chattahoochee Avenue at Ellsworth Industrial Boulevard, which is projected to operate at LOS 'F' during the PM Peak Hour beginning in 2029 and LOS 'E' during the AM Peak Hour by 2051.
- Chattahoochee Avenue at Makers Way, which is projected to operate at LOS 'E' or worse on the southbound approach during the PM Peak Hour beginning in 2029.

Table 35 below shows the 95th percentile queue length in feet for the study intersections under projected Build conditions.

Table 35: 95TH PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS

INTERSECTION	MOVEMENT	PHASE A BUILD (2029)		PHASE B BUILD (2031)		DESIGN (2051)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Huber St @ Old Chattahoochee Ave	EBL/R	5	10	8	18	10	20
	NBL/T	5	3	8	5	10	5
	SBT/R	0	0	0	0	0	0
Chattahoochee Ave @ Huber St	EBT	0	0	0	0	0	0
	EBR	0	0	0	0	0	0
	WBL/T	13	10	18	15	23	20
	WBT	0	0	0	0	0	0
	NBL/R	178	60	**463**	155	**578**	268
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	20	45	45	73	55	120
	NBT/R	0	0	0	0	0	0
	SBL/T	0	3	3	3	3	3
Chattahoochee Ave @ Ellsworth Industrial Blvd	EBL/T	280	203	293	228	**393**	275
	EBT/R	263	170	273	183	**333**	210
	WBL/T	**360**	**1190**	**438**	**1323**	**725**	**1978**
	WBT/R	**310**	**923**	**340**	**1050**	**460**	**1633**
	NBL	78	120	95	133	100	153
	NBT/R	**328**	225	**338**	230	**418**	**368**
	SBL	13	75	15	80	18	100
	SBT/R	8	48	8	48	8	55
Chattahoochee Ave @ Makers Way	EBL/T	0	3	0	3	0	3
	EBT	0	0	0	0	0	0
	WBT	0	0	0	0	0	0
	WBT/R	0	0	0	0	0	0
	SBL/R	0	63	3	73	3	138

XXX: Queue exceeds 300 feet
25 ft = 1 car

Table 35: 95TH PERCENTILE QUEUE LENGTH (FT), BUILD CONDITIONS CONT.

INTERSECTION	MOVEMENT	PHASE A BUILD (2029)		PHASE B BUILD (2031)		DESIGN (2051)	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Chattahoochee Way	EBL	18	58	18	60	23	73
	EBT	**303**	200	**315**	215	**370**	243
	EBT/R	**315**	208	**328**	223	**383**	253
	WBL	20	8	23	8	28	10
	WBT	238	**553**	263	**593**	295	**758**
	WBT/R	245	**560**	270	**603**	**303**	**775**
	NBL/T/R	15	33	15	33	20	38
	SBL	60	38	60	43	70	48
	SBT/R	18	38	20	38	23	45
Howell Mill Rd @ Chattahoochee Ave	EBL	115	180	128	193	150	220
	EBR	**465**	**383**	**540**	**408**	**695**	**500**
	WBL/T/R	18	193	18	198	23	230
	NBL	88	205	98	235	133	**423**
	NBT	78	125	83	133	110	178
	NBT/R	78	130	83	138	110	188
	SBT	**310**	**405**	**323**	**435**	**460**	**575**
	SBR	0	0	0	0	0	0
Huber St @ D/W #1	WBL/R	5	3	10	3	10	5
	NBT/R	0	0	0	0	0	0
	SBL/T	0	3	3	3	3	3
Huber St @ D/W #2	WBL/R	3	3	8	3	8	3
	NBT/R	0	0	0	0	0	0
	SBL/T	0	3	3	3	3	3
Huber St @ D/W #3	WBL/R	3	3	8	3	8	3
	NBT/R	0	0	0	0	0	0
	SBL/T	0	3	3	3	3	3

XXX: Queue exceeds 300 feet

25 ft = 1 car

Capacity analysis results indicated that several intersections are projected to experience unacceptable operation and need improvements to improve the LOS and queueing. The following are the minimum improvements needed to be implemented to feasibly improve the operation.

- Chattahoochee Avenue at Huber Street: ***Right-Out Only*** (Improves operation of intersection that allows left turns onto Huber Street)
- Ellsworth Industrial Boulevard at Old Chattahoochee Avenue: ***No Improvements*** (Maintains full access exiting Huber Street with a minor street queue length not exceeding six car lengths in the Design Year of 2051)
- Chattahoochee Avenue at Ellsworth Industrial Boulevard: ***Signal and Timing Improvements*** (No geometric improvements that improves the operation of two signalized intersections).
- Chattahoochee Avenue at Chattahoochee Way: ***Right-Out Only*** (Redirect volumes to the signalized intersection of Chattahoochee Avenue at Chattahoochee Way).

Table 36 below shows the comparisons between the Build Condition intersections with and without improvements.

Table 36: BUILD CONDITION IMPROVEMENTS COMPARISON TABLE

INTERSECTION	MOVEMENT	2031 BUILD		2051 BUILD		MINIMUM IMPROVEMENT	MOVEMENT	2031 BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR			AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St	EBT	-	-	-	-	Right-Out Only	EBT	-	-	-	-
	EBR	-	-	-	-		EBR	-	-	-	-
	WBL/T	B (14.8)	B (11.2)	C (17.6)	B (12.3)		WBL/T	B (14.8)	B (11.2)	C (17.6)	B (12.3)
	WBT	A (2.9)	A (2.8)	A (4.7)	A (4.1)		WBT	A (2.9)	A (2.8)	A (4.7)	A (4.1)
	NBL/R	**F (574.2)**	**F (97.4)**	**F (*)**	**F (291.5)**		NBR	**F (84.3)**	C (21.0)	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Avenue	WBL/R	C (21.1)	D (34.2)	C (24.2)	**F (58.8)**	Minor Street Stop	WBL/R	C (22.5)	D (34.3)	D (27.7)	**F (61.2)**
	NBT/R	-	-	-	-		NBT/R	-	-	-	-
	SBL/T	A (0.5)	A (0.5)	A (0.5)	A (0.5)		SBL/T	A (0.5)	A (0.5)	A (0.5)	A (0.5)
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	C (34.0)	**F (95.0)**	**E (55.8)**	**F (157.0)**	Signal and Timing Improvements	Signal	B (12.5)	D (36.0)	B (16.7)	D (39.4)
Chattahoochee Ave @ Makers Way	EBL/T	A (8.8)	B (11.0)	A (9.1)	B (12.0)	Right-Out Only	EBL/T	A (8.8)	B (11.0)	A (9.1)	B (12.0)
	EBT	A (0.1)	A (0.4)	A (0.1)	A (0.7)		EBT	A (0.1)	A (0.5)	A (0.1)	A (0.7)
	WBT	-	-	-	-		WBT	-	-	-	-
	WBT/R	-	-	-	-		WBT/R	-	-	-	-
	SBL/R	C (18.6)	**E (49.6)**	C (21.7)	**F (114.2)**		SBR	B (10.4)	B (13.5)	A (9.8)	B (15.3)

-: A (0.0)

F (*): Delay exceeds 1000 seconds

Modeling & Documenting Improvements for Failing LOS (Section 3.2.3):

Modeling Improvements for Failing LOS (Section 3.2.3.1):

INTERSECTION IMPROVEMENTS

The following section details the alternatives evaluated for the intersections experiencing unacceptable operation during the No-Build and/or Build Conditions. The minimum improvements needed to improve the LOS from failing to passing for the No-Build and Build scenarios are included in the respective sections above. Capacity analysis results for the intersection alternatives are included in Appendix L.

CHATTAHOOCHEE AVENUE @ ELLSWORTH INDUSTRIAL BOULEVARD

The intersection of Chattahoochee Avenue and Ellsworth Industrial Boulevard currently operates at LOS 'E' in the PM Peak Hour. The intersection currently operates under signal control with free timing. Therefore, the following improvement was evaluated:

- Cycle length optimization, coordination with the intersection of Chattahoochee Avenue at Chattahoochee Way, and protective/permissive phasing on the northbound and southbound approaches.

Capacity analysis results for the coordinated signalized intersections are summarized in Table 37 below.

Table 37: CAPACITY ANALYSIS RESULTS, TIMING AND SIGNAL IMPROVEMENTS

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Ellsworth Industrial Blvd	Signal	B (16.9)	D (41.8)	B (16.7)	D (39.4)
Chattahoochee Ave @ Chattahoochee Way	Signal	A (9.5)	B (12.2)	A (9.7)	B (12.5)

-: A (0.0)

Capacity analysis results indicate both intersections are projected to operate at LOS 'D' or better through the Design Year of 2051 in the No-Build and Build Conditions with improvements.

Table 38 below shows the 95th percentile queue length in feet for the coordinated signalized intersections.

Table 38: 95TH PERCENTILE QUEUE LENGTH (FT), TIMING AND SIGNAL IMPROVEMENTS

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Ellsworth Industrial Blvd	EBL/T	13	145	13	120
	EBT/R	13	133	13	108
	WBL/T	68	**1083**	25	**1083**
	WBT/R	18	**578**	18	**460**
	NBL	108	253	165	68
	NBT/R	**628**	**593**	**640**	**598**
	SBL	18	228	23	245
	SBT/R	15	128	15	130
Chattahoochee Ave @ Chattahoochee Way	EBL	10	30	10	30
	EBT	163	105	173	120
	EBT/R	173	110	180	125
	WBL	10	5	13	5
	WBT	123	**340**	150	**358**
	WBT/R	128	**348**	155	**365**
	NBL/T/R	23	55	23	58
	SBL	78	63	80	70
	SBT/R	25	65	25	65

XXX: Queue exceeds 300 feet

25 ft = 1 car

CHATTAHOOCHEE AVENUE @ MAKERS WAY

The intersection of Chattahoochee Avenue and Makers Way is projected to operate at LOS 'E' or better on the southbound approach beginning in 2029 in both the No-Build and Build Conditions. Therefore, the following improvements were evaluated:

- Three-quarter access (right-out only)
- Right-in, right-out

In both alternative scenarios, the volumes were redirected to use the access point at Chattahoochee Way.

Capacity analysis results for the intersection of Chattahoochee Avenue and Makers Way under the evaluated alternatives are summarized in Table 39 below, along with the intersection of Chattahoochee Avenue at Chattahoochee Way.

Table 39: CAPACITY ANALYSIS RESULTS, CHATTAHOOCHEE AVE @ MAKERS WAY ALTS

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Makers Way (Right-Out Only)	EBL/T	A (8.8)	B (11.8)	A (9.1)	B (12.0)
	EBT	A (0.1)	A (0.6)	A (0.1)	A (0.7)
	WBT	-	-	-	-
	WBT/R	-	-	-	-
	SBR	B (10.3)	B (14.5)	A (9.8)	B (15.3)
Chattahoochee Ave @ Chattahoochee Way	Signal	A (9.6)	B (14.9)	A (9.6)	B (15.0)
Chattahoochee Ave @ Makers Way (RIRO)	EBT	-	-	-	-
	WBT	-	-	-	-
	WBT/R	-	-	-	-
	SBR	B (10.2)	B (13.8)	B (10.6)	B (14.2)
Chattahoochee Ave @ Chattahoochee Way	Signal	A (9.6)	B (15.0)	A (9.9)	B (15.4)

-: A (0.0)

Capacity analysis results indicate that both alternatives are projected to operate at LOS 'B' or better on all approaches through the Design Year of 2051.

Table 40 below shows the 95th percentile queue length in feet for the study intersection with evaluated alternatives.

Table 40: 95TH PERCENTILE QUEUE LENGTH (FT), CHATTAHOOCHEE AVE @ MAKERS WAY ALTS

INTERSECTION	MOVEMENT	2051 NO-BUILD		2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR	AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Makers Way (Right-Out Only)	EBL/T	0	3	0	3
	EBT	0	0	0	0
	WBT	0	0	0	0
	WBT/R	0	0	0	0
	SBR	0	10	0	10
Chattahoochee Ave @ Chattahoochee Way	EBL	10	33	10	33
	EBT	165	115	173	135
	EBT/R	173	123	180	140
	WBL	10	5	13	5
	WBT	123	**360**	150	**383**
	WBT/R	128	**368**	155	**390**
	NBL/T/R	23	55	23	58
	SBL	80	173	85	183
	SBT/R	25	63	25	63
Chattahoochee Ave @ Makers Way (RIRO)	EBT	0	0	0	0
	WBT	0	0	0	0
	WBT/R	0	0	0	0
	SBR	0	10	0	10
Chattahoochee Ave @ Chattahoochee Way	EBL	10	43	10	45
	EBT	163	110	170	128
	EBT/R	170	115	180	135
	WBL	10	5	13	5
	WBT	125	**363**	150	**385**
	WBT/R	130	**368**	158	**390**
	NBL/T/R	23	55	23	58
	SBL	80	173	85	183
	SBT/R	25	63	25	63

XXX: Queue exceeds 300 feet

25 ft = 1 car

CHATTAHOOCHEE AVENUE @ HUBER STREET &
ELLSWORTH INDUSTRIAL BOULEVARD @ OLD CHATTAHOOCHEE AVENUE

The intersection of Chattahoochee Avenue at Huber Street is projected to operate at LOS 'E' or worse on the northbound approach during the PM Peak Hour beginning in 2029 for the No-Build Conditions. Although the intersection of Ellsworth Industrial Boulevard at Old Chattahoochee Avenue is projected to maintain acceptable operation on all approaches through the Design Year in the No-Build Conditions, these two intersections serve as the only access points to the development and were therefore evaluated in conjunction. The following improvements were evaluated at the intersection of Chattahoochee Avenue at Huber Street:

- High-T
- Three-quarter access (right-out only)
- Right-in, right-out

For the limited access improvements, the volumes were redirected to use Ellsworth Industrial Boulevard at Old Chattahoochee Avenue..

Capacity analysis results for the evaluated alternatives are summarized in Table 41 below.

Table 41: CAPACITY ANALYSIS RESULTS, CHATTAHOOCHEE AVE @ HUBER ST NO-BUILD ALTS

INTERSECTION	MOVEMENT	2051 NO-BUILD	
		AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St (High-T)	EBT	-	-
	EBR	-	-
	WBL	C (16.5)	B (11.5)
	WBT	-	-
	NBL/R	**F (50.9)**	C (22.9)
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	-	-
	EBR	-	-
	WBL	C (17.2)	B (11.8)
	WBT	A (3.1)	A (1.7)
	NBR	**E (46.4)**	C (22.1)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	C (16.3)	D (32.0)
	NBT/R	-	-
	SBL/T	A (0.1)	-
Chattahoochee Ave @ Huber St (RIRO)	EBT	-	-
	EBR	-	-
	WBT	-	-
	NBR	**E (46.4)**	C (22.1)
Ellsworth Industrial Blvd @ Old Chattahoochee	WBL/R	C (17.9)	**E (43.4)**
	NBT/R	-	-
	SBL/T	A (1.3)	A (0.6)

-: A (0.0)

Capacity analysis results indicate that each of the alternatives are projected to operate at LOS 'E' or worse on the northbound approach during the AM Peak Hour in the 2051 No-Build Conditions. Additionally, the trips redirected from the RIRO alternative result in the westbound approach at the intersection of Ellsworth Industrial Boulevard and Old Chattahoochee Avenue to operate at LOS 'E' in the PM Peak Hour.

Table 42 below shows the 95th percentile queue length in feet for the evaluated alternatives.

Table 42: 95TH PERCENTILE QUEUE LENGTH (FT), CHATTAHOOCHEE AVE @ HUBER ST NO-BUILD ALTS

INTERSECTION	MOVEMENT	2051 NO-BUILD	
		AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St (High-T)	EBT	0	0
	EBR	0	0
	WBL	13	8
	WBT	0	0
	NBL/R	40	28
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	0	0
	EBR	0	0
	WBL	13	8
	WBT	0	0
	NBR	33	25
Ellsworth Industrial Blvd @ Old Chattahoochee Ave	WBL/R	10	55
	NBT/R	0	0
	SBL/T	0	0
Chattahoochee Ave @ Huber St (RIRO)	EBT	0	0
	EBR	0	0
	WBT	0	0
	NBR	33	25
Ellsworth Industrial Blvd @ Old Chattahoochee	WBL/R	10	70
	NBT/R	0	0
	SBL/T	5	5

XXX: Queue exceeds 300 feet
25 ft = 1 car

For the Build Conditions, the intersection of Chattahoochee Avenue at Huber Street is projected to operate at LOS 'E' or worse on the northbound approach during both peak hours beginning in 2029. The intersection of Ellsworth Industrial Boulevard at Old Chattahoochee Avenue is projected to operate at LOS 'F' during the PM Peak Hour by 2051, but does not exceed five car lengths.

The following improvement scenarios were evaluated:

- Right-out only at Huber Street, full access at Old Chattahoochee Avenue
- Right-out only at Huber Street, right-out only at Old Chattahoochee Avenue
- Right-out only at Huber Street, RIRO at Old Chattahoochee Avenue
- RIRO at Huber Street, full access at Old Chattahoochee Avenue
- RIRO at Huber Street, right-out only at Old Chattahoochee Avenue
- RIRO at Huber Street, RIRO at Old Chattahoochee Avenue

Capacity analysis results for the evaluated alternatives are summarized in Table 43 below.

Table 43: CAPACITY ANALYSIS RESULTS, DEVELOPMENT ACCESS ALTS

INTERSECTION	MOVEMENT	2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	-	-
	EBR	-	-
	WBL/T	C (17.6)	B (12.3)
	WBT	A (4.7)	A (4.1)
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Full Access)	WBL/R	D (27.7)	**F (61.2)**
	NBT/R	-	-
	SBL/T	A (0.5)	A (0.5)
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	-	-
	EBR	-	-
	WBL/T	C (17.6)	B (12.3)
	WBT	A (4.7)	A (4.1)
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Right-Out Only)	WBR	C (19.0)	C (15.4)
	NBT/R	-	-
	SBL/T	A (0.4)	A (8.8)
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	-	-
	EBR	-	-
	WBL/T	C (17.9)	B (12.7)
	WBT	A (4.8)	A (4.4)
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (RIRO)	WBR	C (18.1)	B (14.9)
	NBT/R	-	-
	SBT	-	-

-: A (0.0)

Table 43: CAPACITY ANALYSIS RESULTS, DEVELOPMENT ACCESS ALTS CONT.

INTERSECTION	MOVEMENT	2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St	EBT	-	-
	EBR	-	-
	WBT	-	-
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Full Access)	WBL/R	**E (41.1)**	**F (242.9)**
	NBT/R	-	-
	SBL/T	A (2.2)	A (1.8)
Chattahoochee Ave @ Huber St (RIRO)	EBT	-	-
	EBR	-	-
	WBT	-	-
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Right-Out Only)	WBR	C (19.0)	C (15.4)
	NBT/R	-	-
	SBL/T	A (1.9)	A (1.6)
Chattahoochee Ave @ Huber St (RIRO)	EBT	-	-
	EBR	-	-
	WBT	-	-
	NBR	**F (188.2)**	D (27.4)
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (RIRO)	WBR	C (18.1)	B (14.9)
	NBT/R	-	-
	SBT	-	-

-: A (0.0)

Capacity analysis results indicate one or both of the intersections will operate at LOS 'E' or worse for each of the alternative scenarios. Additionally, each alternative that limits access at both of these intersections that serve as the two access points for the development will incur additional delay from vehicles needing to complete a U-Turn elsewhere to enter or exit the development.

Table 44 below shows the 95th percentile queue length in feet for the evaluated alternatives.

Table 44: 95TH PERCENTILE QUEUE LENGTH (FT), DEVELOPMENT ACCESS ALTS

INTERSECTION	MOVEMENT	2051 BUILD	
		AM PEAK HOUR	PM PEAK HOUR
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	0	0
	EBR	0	0
	WBL/T	23	20
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Full Access)	WBL/R	88	143
	NBT/R	0	0
	SBL/T	3	3
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	0	0
	EBR	0	0
	WBL/T	23	20
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Right-Out Only)	WBR	58	38
	NBT/R	0	0
	SBL/T	3	3
Chattahoochee Ave @ Huber St (Right-Out Only)	EBT	0	0
	EBR	0	0
	WBL/T	23	20
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (RIRO)	WBR	55	35
	NBT/R	0	0
	SBT	0	0
Chattahoochee Ave @ Huber St (RIRO)	EBT	0	0
	EBR	0	0
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Full Access)	WBL/R	123	280
	NBT/R	0	0
	SBL/T	10	15
Chattahoochee Ave @ Huber St (RIRO)	EBT	0	0
	EBR	0	0
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (Right-Out Only)	WBR	58	38
	NBT/R	0	0
	SBL/T	10	15
Chattahoochee Ave @ Huber St (RIRO)	EBT	0	0
	EBR	0	0
	WBT	0	0
	NBR	233	53
Ellsworth Industrial Blvd @ Old Chattahoochee Ave (RIRO)	WBR	55	35
	NBT/R	0	0
	SBT	0	0

XXX: Queue exceeds 300 feet

25 ft = 1 car

TIS Executive Summary (Section 3.2.3.6):

A general summary of the study is provided below. An executive summary of the study is included in the front of the report.

SUMMARY OF FINDINGS

- The Huber West residential development consists of 845 multifamily units on approximately 8.4 acres. The development is proposed to be constructed in two phases. Phase A is proposed to consist of 415 multifamily units, with a parking deck containing 460 spaces and a 7.3 ksf multifamily club amenity. Phase B is proposed to consist of 430 multifamily units, with a parking deck containing 475 spaces and a 7.3 ksf multifamily club amenity. Phase A is projected to be built-out by 2029 and Phase B by 2031.There are three proposed driveways on Huber Street.

- This proposed development met the qualifying DRI threshold, exceeding 500 new lots or units. Therefore, this development was evaluated as a Development of Regional Impact. The Unified Growth Policy Map designates the area as a maturing neighborhood.

- There are several nearby planned projects that would impact this study. DRI #3613 is a planned mixed-use development on Ellsworth Industrial Boulevard. Additionally, there is also a future data center also planned on Ellsworth Industrial Boulevard. The traffic generated by these projects were superimposed onto the background growth volumes to develop the projected No-Build and Build volumes. Additional projects such as the Atlanta Beltline Northwest Trail, the Chattahoochee Improvement Project, and the Howell Mill Complete Street projects propose changes to the roadway geometry and pedestrian facilities in the study area that will be accounted for in future scenarios.

- There is an extensive sidewalk system on Chattahoochee Avenue, Ellsworth Industrial Boulevard, and Chattahoochee Way, with some sidewalks also on Old Chattahoochee Avenue and Huber Street. Marta bus route 14 has several stops along Ellsworth Industrial Boulevard and Chattahoochee Avenue, with routes 12 and 37 further away along Howell Mill Road and Defoor Avenue, respectively. Sidewalks are planned to be constructed on Huber Street to connect to the existing pedestrian facilities and transit locations on Chattahoochee Avenue and Ellsworth Industrial Boulevard.

- The area in which the development is located is zoned as both “I-2”, Industrial. The area is proposed to be rezoned as “MR-5A” Multi-Family Residential.

- Turning Movement Counts (TMCs) were conducted at the study intersections on Tuesday, April 1, 2025 from 6:00 AM to 9:00 AM and from 4:00 to 7:00 PM. The observed peak hours are 8:00 to 9:00 AM and 5:00 to 6:00 PM.

- Two Automatic Traffic Recorder (ATRs) were placed in the study area to collect bi-directional traffic data on Tuesday, April 1, 2025. Bi-directional ATR data was collected to record daily volumes and truck percentages.

- Safety evaluations were performed at the study intersections in the form of crash analyses for the past five years. According to the crash history, angle collisions were the most prominent types of crash, accounting for 162 of the 426 collisions (38%) in the past five years. No fatalities were reported during this time period.

- Based on census data and GDOT count station data, an annual growth rate of 0.75% was established for the study.

- The development is projected to generate 3,666 new vehicular trips (1,833 entering, 1,833 exiting), with 331 AM Peak Hour trips (76 entering, 255 exiting) and 304 PM Peak Hour trips (158 entering, 119 exiting). Based on the existing and proposed pedestrian facilities, an alternative mode reduction of 8% was applied to the trip generation.

- Capacity analysis results under Existing conditions indicate that each of the intersections are currently operating at LOS 'D' or better in both peak hours except for the intersections of Chattahoochee Avenue at Ellsworth Industrial Boulevard and Howell Mill Road at Chattahoochee Avenue. Chattahoochee Avenue at Ellsworth Industrial Boulevard operates at LOS 'E' in the PM Peak Hour, while Howell Mill Road at Chattahoochee Avenue operates at LOS 'F' in the PM Peak Hour.

- Capacity analysis results under No-Build conditions indicate the following intersections are projected to experience unacceptable operation:
    - Chattahoochee Avenue at Huber Street, which is projected to operate at LOS 'E' or worse on the northbound approach during the AM Peak Hour beginning in 2029.
    - Chattahoochee Avenue at Ellsworth Industrial Boulevard, which is projected to operate at LOS 'E' or worse during the PM Peak Hour beginning in 2029.
    - Chattahoochee Avenue at Makers Way, which is projected to operate at LOS 'E' or worse on the southbound approach during the PM Peak Hour beginning in 2029.

- Capacity analysis results under Build conditions indicate the following intersections are projected to experience unacceptable operation:
    - Chattahoochee Avenue at Huber Street, which is projected to operate at LOS 'E' or worse on the northbound approach during both peak hours beginning in 2029.
    - Ellsworth Industrial Boulevard at Old Chattahoochee Avenue, which is projected to operate at LOS 'F' on the westbound approach during the PM Peak Hour by 2051.
    - Chattahoochee Avenue at Ellsworth Industrial Boulevard, which is projected to operate at LOS 'F' during the PM Peak Hour beginning in 2029 and LOS 'E' during the AM Peak Hour by 2051.
    - Chattahoochee Avenue at Makers Way, which is projected to operate at LOS 'E' or worse on the southbound approach during the PM Peak Hour beginning in 2029.

- The intersection of Chattahoochee Avenue and Ellsworth Industrial Boulevard currently operates at LOS 'E' in the PM Peak Hour. The intersection currently operates under signal control with free timing. Therefore, the intersection was evaluated with cycle length optimization, coordination with the intersection of Chattahoochee Avenue at Chattahoochee Way, and protective/permissive phasing on the northbound and southbound approaches.

- The intersection of Chattahoochee Avenue and Makers Way was also evaluated for alternative traffic control measures. The following alternatives were evaluated:
    - Three-quarter access (right-out only)
    - Right-in, right-out

- The intersection of Old Highway 85 and Luther Bailey Road was also evaluated for alternative traffic control measures in the No-Build Conditions. The following alternatives were evaluated:
    - High-T
    - Three-quarter access (right-out only)
    - Right-in, right-out

- For the Build Conditions, the intersections of Chattahoochee Avenue at Huber Street and Ellsworth Industrial Boulevard at Old Chattahoochee Avenue serve as the only access points to the development and were therefore evaluated in conjunction. The following improvement scenarios were evaluated:
    - Right-out only at Huber Street, full access at Old Chattahoochee Avenue
    - Right-out only at Huber Street, right-out only at Old Chattahoochee Avenue
    - Right-out only at Huber Street, RIRO at Old Chattahoochee Avenue
    - RIRO at Huber Street, full access at Old Chattahoochee Avenue
    - RIRO at Huber Street, right-out only at Old Chattahoochee Avenue
    - RIRO at Huber Street, RIRO at Old Chattahoochee Avenue

RECOMMENDATIONS

Based on the findings from the study, the recommendations are as follows:

- Chattahoochee Avenue at Ellsworth Industrial Boulevard
    - Coordinate timing with the existing signalized intersection of Chattahoochee Avenue at Chattahoochee Way.
    - Optimize cycle lengths and signal timing at both intersections.
    - Install four-section flashing yellow arrows (FYAs) on the northbound and southbound approaches and implement protected permissive left turn phasing.
- Chattahoochee Avenue at Makers Way
    - Reconfigure Makers Way as a right-out only exit onto Chattahoochee Avenue.
- Chattahoochee Avenue at Huber Street
    - Reconfigure Huber Street as a right-out only exit onto Chattahoochee Avenue.
- Ellsworth Industrial Boulevard at Old Chattahoochee Avenue
    - Maintain minor street stop control
    - Although capacity analysis results indicate that the intersection will operate at LOS 'F' in the PM Peak Hour in 2051, the queue lengths are not projected to exceed six car lengths.

Figures 33 and 34 below show the recommended configurations for the intersections.

Figure 33: RECOMMENDATIONS, CHATTAHOOCHEE AVENUE

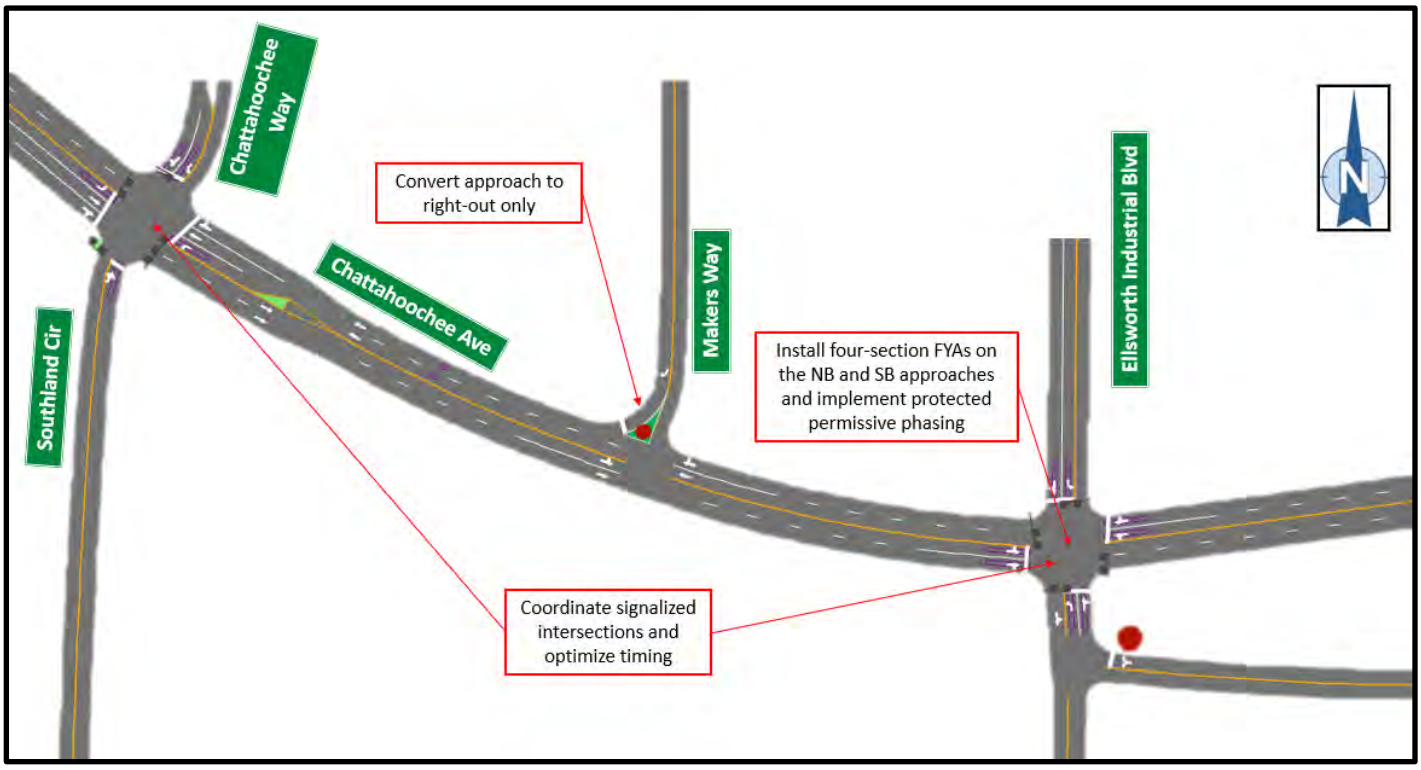
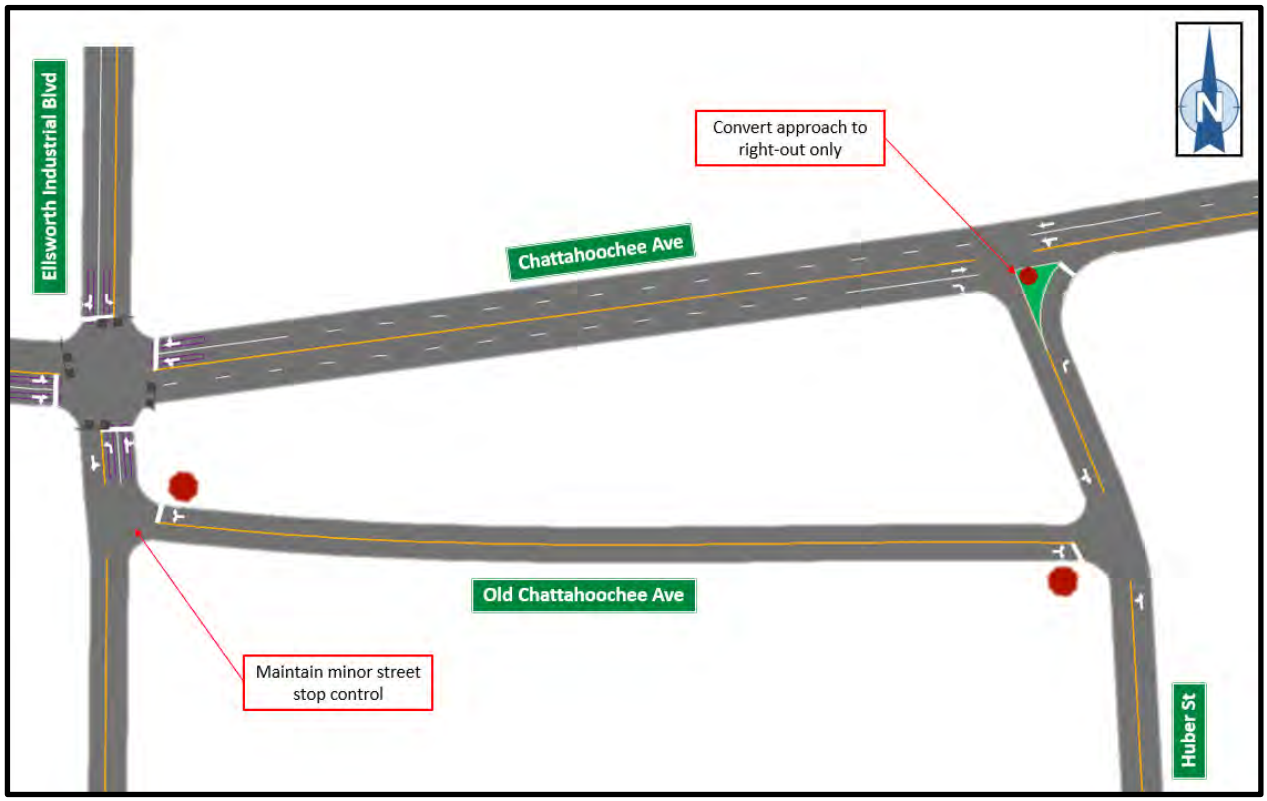


Figure 38: RECOMMENDATIONS, DEVELOPMENT ACCESS POINTS



APPENDICES

SITE PLAN ..... A
NEARBY PROJECTS ..... B
ZONING DISTRICT C
TURNING MOVEMENT DATA ..... D
ATR DATA ..... E
CRASH DATA ..... F
GDOT COUNT STATION DATA ..... G
TRIP GENERATION DATA ..... H
CAPACITY ANALYSIS RESULTS – EXISTING CONDITIONS I
CAPACITY ANALYSIS RESULTS – NO-BUILD CONDITIONS ..... J
CAPACITY ANALYSIS RESULTS – BUILD CONDITIONS ..... K
CAPACITY ANALYSIS RESULTS – INTERSECTION IMPROVEMENTS L

APPENDIX A

SITE PLAN



ZONING NOTES:

PHASE A

GLA: 201,840.70 SF (4.63 AC)

FAR CALCULATION:
MAX FAR ALLOWED: 3.2*GLA : 645,890.24 SF
FAR PROVIDED:
MULTIFAMILY RESIDENTIAL (415 UNITS & AMENITIES)
TOTAL FAR PROVIDED: 1.97 * GLA: 397,626.18 SF

OPEN SPACE CALCULATION:
UOSR REQUIRED: 0.47*GLA: 94,865.129 SF

UOSR PROVIDED: ON SITE: 65,961 SF
BALCONIES: 29,050 SF
TOTAL UOSR PROVIDED : 95,011 SF

PARKING
MINIMUM REQUIRED: 270 SPACES (0,65/UNIT)
PROVIDED: 415 SPACES (1/UNIT)

BICYCLE PARKING:
MINIMUM REQUIRED: 50 SPACES
PROVIDED: 50 SPACES (STORAGE ROOM IN DECK)

LOADING
MINIMUM REQUIRED : 2 SPACES (12'X35')
PROVIDED: 2 SPACES (12'X35')

PHASE B

GLA: 167,238.39 SF (3.84 AC)

FAR CALCULATION:
MAX FAR ALLOWED: 3.2*GLA : 535,162.8 SF
FAR PROVIDED:
MULTIFAMILY RESIDENTIAL (430 UNITS & AMENITIES)
TOTAL FAR PROVIDED: 2.47 * GLA: 413,078.82 SF

OPEN SPACE CALCULATION:
UOSR REQUIRED: 0.52*GLA: 86,963.96 SF

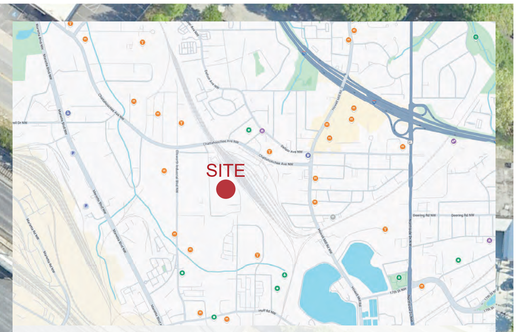
UOSR PROVIDED: ON SITE: 56,930 SF
BALCONIES: 30,100 SF
TOTAL UOSR PROVIDED : 87,030 SF

PARKING
MINIMUM REQUIRED: 250 SPACES (0,58/UNIT)
PROVIDED: 430 SPACES (1/UNIT)

BICYCLE PARKING:
MINIMUM REQUIRED: 50 SPACES
PROVIDED: 50 SPACES (STORAGE ROOM IN DECK)

LOADING
MINIMUM REQUIRED : 2 SPACES (12'X35')
PROVIDED: 2 SPACES (12'X35')

MAXIMUM ALLOWABLE BUILDING HEIGHT : 225 FEET



SITE INFORMATION

TOTAL SITE AREA (APPROX.) :	8.47 AC
EXISTING ZONING :	I-2
PROPOSED ZONING :	MRC-3

LEGEND

MULTIFAMILY

M1 PHASE A
UP TO 7 STORY- 1 BUILDING
TOTAL : 415 UNITS
TOTAL PARKING: 415 SPACES

M2 PHASE B
UP TO 7 STORY - 1 BUILDING
TOTAL : 430 UNITS
TOTAL PARKING: 430 SPACES

TOTAL UNITS : 845
AVG HEATED AREA - MF : 750 SF (APPROX.)
TOTAL PARKING: 845 SPACES
PARKING RATIO PROVIDED : 1 SPACES/DU

AMENITIES

C1 MULTIFAMILY CLUB / LEASING
TOTAL : 7,500 SF

C2 MULTIFAMILY CLUB / LEASING
TOTAL : 7,500 SF

SEAL :



11/05/2024

NOTE:
THIS IS A CONCEPTUAL SITE PLAN.
ALL ELEMENTS MAY BE ALTERED PROVIDED THAT THE ZONING REGULATIONS ARE FOLLOWED.

N

0 30' 60' 120'

columbia VENTURES

HUBER WEST MIDTOWN

ATLANTA, GA

SITE PLAN • 11-05-2024

CVN2024-01

DYNAMIK DESIGN

© COPYRIGHT 2024DYNAMIK DESIGN

CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

SURVEY NOTES

A. THE FIELD SURVEY WAS PERFORMED ON MAY 25 2023. ISSUE OR REVISION DATES ARE BASED ON FIELD OBSERVATIONS MADE AT THAT TIME. ANY CHANGES IN SITE CONDITIONS AFTER THE DATE OF THE FIELD SURVEY ARE NOT REFLECTED HEREON.

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF 1 FOOT IN 69,138 FEET, AN ANGULAR ERROR OF 1" SECONDS PER ANGLE POINT AND WAS ADJUSTED USING THE COMPASS RULE ADJUSTMENT. GROUND MEASUREMENTS WERE OBTAINED USING A TRIMBLE S-6 ROBOTIC INSTRUMENT AND TRIMBLE DATA COLLECTOR.

B. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN 1 FOOT IN 289,263 FEET.

C. THE VERTICAL DATUM IS BASED ON NAVD 88. THE HORIZONTAL DATUM IS BASED ON GRID NORTH, NAD '83, GEORGIA COORDINATE SYSTEM OF 1985, WEST ZONE, AS ESTABLISHED BY PERFORMING REDUNDANT RTK GPS OBSERVATIONS ON PRIMARY SURVEY CONTROL POINTS UTILIZING eGPS GNSS REAL TIME NETWORK USING A TRIMBLE R12 GPS UNIT.

D. ALL DISTANCES SHOWN ARE HORIZONTAL, GROUND DISTANCES.

GENERAL NOTES

A, PROPERTY ADDRESSES: 1575, 1581 & 1593 HUBER STREET (FROM FULTON COUNTY TAX ASSESSOR)

B. TAX PARCELS ID:
-17 0187 LL0596, 17 0187 LL0588, 17 0187 LL0455, 17 0187 LL0448
C. CURRENT ZONING: I-2 PER CITY OF ATLANTA ZONING

D. SETBACKS: (I-2 HEAVY INDUSTRIAL DISTRICT)

MINIMUM FRONT SETBACK = 40'
MINIMUM SIDE SETBACK = IF A BUILDING IS NOT BUILT TO THE LOT LINE, IT SHALL BE SET BACK FROM THE LOT LINE AT LEAST TEN FEET.
MINIMUM REAR SETBACK = NONE
MAX. HEIGHT= NONE
MIN. LOT WIDTH=NONE
MIN. LOT AREA=NONE
MAX. FLOOR AREA RATION=2.1

E. THIS PARCEL OF LAND IS NOT IN THE 100 YEAR FLOOD PLAIN AND IS IN ZONE "X" ACCORDING TO F.E.M.A FLOOD INFORMATION RATE MAP COMMUNITY NUMBER # 135157, MAP NUMBER # 13121 C 0241 F DATED SEPTEMBER 18, 2013.

F. ALL CORNER MONUMENTS SET ARE 1/2-INCH REBAR WITH PLASTIC CAP UNLESS OTHERWISE NOTED.

G. THE UNDERGROUND UTILITIES (EXCEPT THE LOCATION OF EXISTING DRAINAGE, SEWER AND IRRIGATION UTILITIES) ARE SHOWN FROM PRIVATE UTILITY CONTRACTOR. ANY NON-METALLIC UTILITIES WITHOUT TRACER WIRE MAY NOT BE LOCATED. THE SURVEYOR LOCATED PAINT MARKS PLACED BY RHD SERVICES ON 5/12/2023 THAT REPRESENT UNDERGROUND UTILITIES SHOWN.

SITE SPECIFIC NOTES

1. SUBJECT PROPERTY HAS DIRECT ACCESS TO THE PUBLIC ROAD RIGHT OF WAY OF HUBER STREET AS SHOWN ON SURVEY.
2. THE BOUNDARY LINES OF THE SUBJECT PROPERTIES ARE CONTIGUOUS WITH THE BOUNDARY LINES OF ALL ADJOINING STREETS, HIGHWAYS, RIGHTS-OF-WAYS AND EASEMENTS, PUBLIC OR PRIVATE.
3. MECHANICAL EQUIPMENT ON SITE, TANK AREAS MAY CONTAIN CHEMICALS.
4. NO RECORD DEEDS FOUND FOR SEWER OR STORM EASEMENTS ON SITE.

ENCROACHMENT NOTES

1.RAILROAD TRACKS CROSSES THE SOUTHERLY PROPERTY LINE ON PARCEL 17 0187 LL0588.

2.FLUME CROSSES THE SOUTHERLY PROPERTY LINE ON PARCEL 17 0187 LL0588.

3.FLUME CROSSES THE EASTERLY PROPERTY LINE ON PARCEL 17 0187 LL0588.

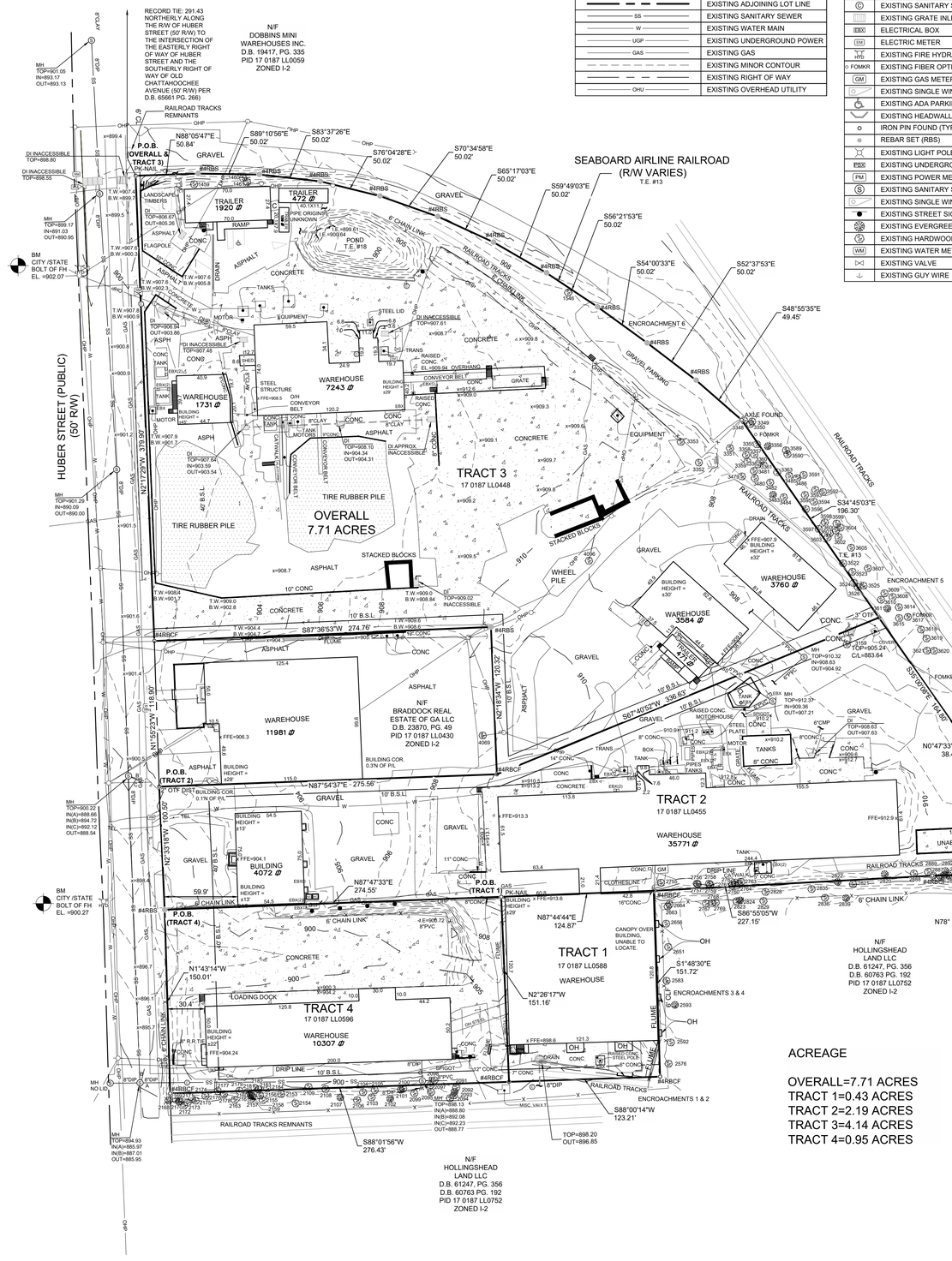
4. OVERHANGS FROM BUILDING CROSSES THE EASTERLY PROPERTY LINE ON PARCEL 17 0187 LL0588.

5. RAILROAD TRACKS CROSSES THE EASTERLY PROPERTY LINE ON PARCEL 17 0187 LL0455.

6. GRAVEL PARKING CROSSES PROPERTY LINE ON PARCEL 17 0187 LL0448.

OWNER:

IAI HUBER OWNER LLC
D.B. 61788 PG. 428
D.B. 61788 PG. 438



	EXISTING STORM SEWER
FO	EXISTING FIBER OPTIC
OHP	EXISTING OVERHEAD POWER
	EXISTING MAJOR CONTOUR
X	EXISTING FENCE
	EXISTING PROPERTY LINE
	EXISTING ADJOINING LOT LINE
SS	EXISTING SANITARY SEWER
W	EXISTING WATER MAIN
UGP	EXISTING UNDERGROUND POWER
GAS	EXISTING GAS
	EXISTING MINOR CONTOUR
	EXISTING RIGHT OF WAY
OHU	EXISTING OVERHEAD UTILITY

AC	AIR CONDITIONER UNIT
	BENCHMARK
	BOLLARD
CBX	CABLE BOX
	EXISTING JUNCTION BOX
	EXISTING HOOD AND GRATE INLET
	EXISTING SANITARY SEWER CLEANOUT
	EXISTING GRATE INLET
EBX	ELECTRICAL BOX
EM	ELECTRIC METER
HYD	EXISTING FIRE HYDRANT
FOMKR	EXISTING FIBER OPTIC MARKER
GM	EXISTING GAS METER
	EXISTING SINGLE WING CATCH BASIN
	EXISTING ADA PARKING
	EXISTING HEADWALL
	IRON PIN FOUND (TYPE NOTED)
	REBAR SET (RBS)
	EXISTING LIGHT POLE
PBX	EXISTING UNDERGROUND POWER TRANSFORMER
PM	EXISTING POWER METER
	EXISTING SANITARY SEWER MANHOLE
	EXISTING SINGLE WING CATCH BASIN
	EXISTING STREET SIGN
	EXISTING EVERGREEN TREE
	EXISTING HARDWOOD TREE
WM	EXISTING WATER METER
	EXISTING VALVE
	EXISTING GUY WIRE

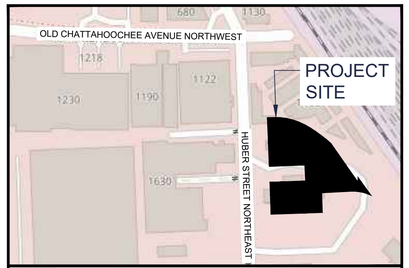


IMAGE OBTAINED FROM "© GOOGLE MAPS"

LOCATION MAP

P.O.C.	POINT OF COMMENCEMENT
RBCF	REBAR WITH CAP FOUND
RBCF	REBAR WITH CAP FOUND
CTPF	CRIMP TOP PIPE FOUND
SSE	SANITARY SEWER EASEMENT
CMP	CORRUGATED METAL PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
RCP	REINFORCED CONCRETE PIPE
SS	BROKEN LINE (NOT TO SCALE)
CI	CURB INLET
IE	INLET ELEVATION
BW	BOTTOM OF WALL
FFE	FINISHED FLOOR ELEVATION
(R)	RECORD ANGLE
N/F	NOW OR FORMERLY
TE#	TITLE EXCEPTION NUMBER
CLF	CHAIN LINK FENCE
P.O.B.	POINT OF BEGINNING
R/W	RIGHT-OF-WAY
OTPF	OPEN TOP PIPE FOUND
AE	ACCESS EASEMENT
DE	DRAINAGE EASEMENT
DIP	DUCTILE IRON PIPE
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE
S	END NOT LOCATED
DI	DROP INLET
×890.7	EXISTING SPOT ELEVATION
TW	TOP OF WALL
(M)	MEASURED DISTANCE
(RD)	RECORD DISTANCE
BSL	BUILDING SETBACK LINE
C&G	CURB AND GUTTER

ACREAGE

OVERALL=7.71 ACRES
TRACT 1=0.43 ACRES
TRACT 2=2.19 ACRES
TRACT 3=4.14 ACRES
TRACT 4=0.95 ACRES

SURVEYOR'S CERTIFICATION

TO RADCO INVESTMENTS, L.L.C., A GEORGIA LIMITED LIABILITY COMPANY, AMERIS BANK & FIRST AMERICAN TITLE INSURANCE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(B), 7(A), 7(B)(1), 7(C) 8, 9, 11(A),11(B), 12, 13, 14, 16, 17 & 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MAY 25, 2023.

THIS PLAT IS A RETRACEMENT OF AN EXISTING PARCEL OR PARCELS OF LAND AND DOES NOT SUBDIVIDE OR CREATE A NEW PARCEL OR MAKE ANY CHANGES TO ANY REAL PROPERTY BOUNDARIES. THE RECORDING INFORMATION OF THE DOCUMENTS, MAPS, PLATS, OR OTHER INSTRUMENTS WHICH CREATED THE PARCEL OR PARCELS ARE STATED HEREON. **RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND**. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-6-67.

GEORGIA PROFESSIONAL 3491 LAND SURVEYOR TODD BENNETT SHORT

TODD BENNETT SHORT DATE: 06/30/23
GEORGIA REGISTERED LAND SURVEYOR NO.3491

AS SURVEYOR FOR GASKINS + LECRAW, INC.

PREPARED IN THE OFFICE OF:
GASKINS +LECRAW
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FAX - 770.424.7593
www.gaskinslecraw.com
LSF001371

REVISIONS:

REV #	DATE	DRAWN BY:	CHECKED BY:

ALTA/NSPS LAND TITLE SURVEY FOR:
RADCO INVESTMENTS L.L.C., A GEORGIA LIMITED LIABILITY COMPANY, AMERIS BANK, & FIRST AMERICAN TITLE INSURANCE COMPANY
HUBER STREET REDEVELOPMENT
LAND LOT 187, 17TH DISTRICT
CITY OF ATLANTA
FULTON COUNTY, GEORGIA

CALL BEFORE YOU DIG
811 Know what's below. Call before you dig.

SCALE & NORTH ARROW:
GRID NORTH, GEORGIA WEST ZONE
0' 25' 50' 100'
SCALE: 1" = 50'

SURVEY INFO:

DRAWN BY:	TBS
REVIEWED BY:	DCO
FIELD DATE:	05/25/23
OFFICE DATE:	06/01/23
JOB #:	2304017

SHEET TITLE

1 OF 2

Drawing name: S:\Bod\FULTON\17\17_0187\HUBER STREET DEVELOPMENT\DWG\Huber Street Bnd1.dwg SHEET1 Jun 30, 2023 6:10am by: tahort

Huber West Midtown | Master Development
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CLERK OF THE SUPERIOR COURT RECORDING INFORMATION

LEGAL DESCRIPTION FROM TITLE COMMITMENT

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187 OF THE 17TH DISTRICT OF FULTON COUNTY, GEORGIA, WITHIN THE CITY OF ATLANTA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50 FOOT RIGHT-OF-WAY) AND THE SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50 FOOT RIGHT-OF-WAY); THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST A DISTANCE OF 291.43 FEET TO A FOUND MAG NAIL AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD, ALSO BEING THE POINT OF BEGINNING:

THENCE ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY THE FOLLOWING FIFTEEN (15) COURSES AND DISTANCES:

NORTH 88 DEGREES 07 MINUTES 54 SECONDS EAST A DISTANCE OF 50.82 FEET;
SOUTH 89 DEGREES 08 MINUTES 49 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 83 DEGREES 35 MINUTES 19 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 76 DEGREES 02 MINUTES 21 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 70 DEGREES 32 MINUTES 51 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 65 DEGREES 14 MINUTES 56 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 59 DEGREES 46 MINUTES 56 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 56 DEGREES 19 MINUTES 46 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 53 DEGREES 58 MINUTES 26 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 52 DEGREES 35 MINUTES 46 SECONDS EAST A DISTANCE OF 50.00 FEET;
SOUTH 48 DEGREES 53 MINUTES 28 SECONDS EAST A DISTANCE OF 49.43 FEET TO A FOUND AXEL;
SOUTH 34 DEGREES 48 MINUTES 19 SECONDS EAST A DISTANCE OF 196.27 FEET;
SOUTH 34 DEGREES 56 MINUTES 42 SECONDS EAST A DISTANCE OF 164.80 FEET;
NORTH 00 DEGREES 39 MINUTES 22 SECONDS WEST A DISTANCE OF 38.46 FEET TO A FOUND 1/2 INCH CAPPED REBAR;
SOUTH 35 DEGREES 42 MINUTES 20 SECONDS EAST A DISTANCE OF 180.92 FEET TO THE PROPERTY LINE OF LAND CONVEYED TO 1521 HUBER STREET LLC ON AUGUST 5, 2016 BY DEED RECORDED IN BOOK 56627, PAGE 18 OF THE FULTON COUNTY DEED RECORDS, FULTON COUNTY, GEORGIA.

THENCE ALONG SAID PROPERTY LINE THE FOLLOWING FIVE (5) COURSES AND DISTANCES:

ALONG A CURVE TURNING TO THE LEFT A RADIUS OF 308.31 FEET, A CHORD BEARING OF NORTH 78 DEGREES 07 MINUTES 09 SECONDS WEST, A CHORD LENGTH OF 159.43 FEET, AN ARC LENGTH OF 161.26 FEET TO A FOUND 1/2 INCH CAPPED REBAR;
SOUTH 86 DEGREES 55 MINUTES 52 SECONDS WEST A DISTANCE OF 227.01 FEET;
SOUTH 01 DEGREES 42 MINUTES 31 SECONDS EAST A DISTANCE OF 151.70 FEET TO A FOUND 1/2 INCH CAPPED REBAR;
SOUTH 88 DEGREES 03 MINUTES 42 SECONDS WEST A DISTANCE OF 123.11 FEET TO A FOUND 1/2 INCH CAPPED REBAR;
SOUTH 88 DEGREES 02 MINUTES 36 SECONDS WEST A DISTANCE OF 276.37 FEET TO A FOUND 1/2 INCH CAPPED REBAR TO THE EASTERLY RIGHT-OF-WAY OF HUBER STREET;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY THE FOLLOWING TWO (2) COURSES AND DISTANCES:

NORTH 01 DEGREES 43 MINUTES 22 SECONDS WEST A DISTANCE OF 150.02 FEET TO A FOUND 2 INCH OPEN TOP PIPE;
NORTH 02 DEGREES 36 MINUTES 36 SECONDS WEST A DISTANCE OF 100.55 FEET TO A FOUND 2 INCH OPEN TOP PIPE ON THE PROPERTY LINE OF LAND CONVEYED TO BRADDOCK REAL ESTATE OF GA LLC ON DECEMBER 30, 1997 BY DEED RECORDED IN BOOK 23870, PAGE 49 OF THE DEED RECORDS OF FULTON COUNTY, GEORGIA;

THENCE LEAVING SAID EASTERLY RIGHT-OF-WAY AND ALONG SAID PROPERTY LINE THE FOLLOWING THREE (3) COURSES AND DISTANCES:

THENCE NORTH 88 DEGREES 03 MINUTES 05 SECONDS EAST A DISTANCE OF 275.54 FEET;
THENCE NORTH 02 DEGREES 11 MINUTES 07 SECONDS WEST A DISTANCE OF 120.32 FEET;
THENCE SOUTH 87 DEGREES 44 MINUTES 39 SECONDS WEST A DISTANCE OF 274.76 FEET TO A FOUND 1/2 INCH CAPPED REBAR TO THE EASTERLY RIGHT-OF-WAY OF HUBER STREET;

THENCE ALONG SAID EASTERLY RIGHT-OF-WAY, NORTH 02 DEGREES 16 MINUTES 24 SECONDS WEST A DISTANCE OF 379.66 FEET TO THE POINT OF BEGINNING.

HAVING AN AREA OF 336011 SQUARE FEET, OR 7.714 ACRES, MORE OR LESS.

POINT #	SIZE	DESCRIPTION
1459	24	MAPPLE
1460	10	HW
1461	24	HW
1546	30	HW TWIN
2092	22	PINE
2093	22	POPLAR
2094	9	HW
2095	7	HW
2097	N/A	CLUSTER
2098	6	POPLAR
2099	12	POPLAR
2100	17	POPLAR
2101	18	PINE TWIN
2102	26	PINE
2103	7	POPLAR
2104	5	POPLAR
2105	3	POPLAR
2106	14	GUM
2107	26	PINE
2108	2	HW
2109	3	HW
2153	8	HW
2154	24	MIMOSA TWIN
2155	8	HW
2156	9	HW
2157	6	HW
2158	5	HW
2159	3	HW
2160	3	HW
2161	14	HW
2163	6	MAG
2168	28	HW
2169	5	HW
2170	4	HW
2171	4	HW
2172	11	GUM
2173	14	POPLAR
2174	16	GUM
2175	5	GUM
2176	24	GUM
2177	8	HW TWIN
2178	5	HW
2179	32	HW
2181	2	GUM
2182	2	GUM
2183	2	MAG
2184	4	POPLAR

POINT #	SIZE	DESCRIPTION
2576	10	HW
2583	6	HW
2592	12	HW
2593	20	PINE
2651	12	HW TRI
2656	18	HW
2663	28	HW
2664	6	HW
2755	4	HW
2756	2	HW
2757	2	HW
2758	4	MULBERRY
2759	6	MULBERRY
2760	5	HW
2761	5	HW
2762	3	HW
2763	4	HW
2764	7	HW
2767	16	OAK
2768	8	HW
2769	10	HW QUAD
2820	3	PINE
2821	4	HW
2822	2	PINE
2823	10	HW
2824	18	PINE
2828	4	MULBERRY
2829	10	HW TWIN
2835	8	MULBERRY
2836	28	N/A
2839	12	PINE
2887	5	PINE
2888	6	HW
2889	2	HW CLUSTER
2891	3	PINE
2892	5	PINE
2893	6	HW
2894	3	PINE
2896	3	HW
2897	5	HW
2898	5	HW
2899	3	HW
2900	6	PINE
2901	7	HW
2935	12	PINE
2936	4	HW
2937	3	HW

POINT #	SIZE	DESCRIPTION
2938	2	HW
2939	5	HW
2946	9	PINE
2947	8	PINE
2948	4	HW
2949	8	PINE
2950	9	PINE
2952	5	PINE
2953	9	PINE
2971	6	PINE
2972	3	PINE
2973	9	PINE
2974	5	PINE
2975	4	HW TWIN
2976	4	HW CLUSTER
2978	4	PINE
2979	6	PINE
2980	5	PINE
2981	3	HW
2982	6	MIMOSA
2983	3	MIMOSA
2984	3	MIMOSA
2985	2	HW
2988	20	OAK
2989	24	PINE
3159	20	HW TWIN
3231	4	HW
3232	2	PINE
3233	3	HW
3234	3	HW
3235	11	HW
3236	N/A	PRIVOT CLUSTER
3348	20	OAK
3349	13	OAK
3350	10	HW
3351	3	HW
3352	15	HW TWIN
3353	23	HW
3355	10	HW
3356	13	PINE
3357	4	HW
3358	10	HW
3359	7	HW
3360	4	HW
3361	3	HW
3362	7	HW
3363	5	MIMOSA

POINT #	SIZE	DESCRIPTION
3479	2	HW
3480	2	HW
3481	3	HW
3482	2	HW
3483	9	PINE
3484	5	HW TRI
3485	12	OAK
3486	4	HW
3522	5	HW
3523	6	GUM
3524	5	PRIVOT
3525	6	GUM
3526	4	PRIVOT
3589	10	GUM
3590	8	HW
3591	6	HW
3592	3	GUM
3593	6	HW
3594	7	HW
3595	9	HW
3596	7	HW
3597	8	GUM
3598	10	HW
3599	4	GUM
3600	5	GUM
3601	3	HW
3602	3	HW
3603	3	GUM
3604	3	PINE
3605	15	HW
3607	4	PRIVOT
3608	2	HW
3609	6	HW
3610	6	GUM
3611	12	PINE
3614	7	HW
3615	4	HW
3617	11	HW
3618	7	HW
3619	5	HW
3620	8	HW
3621	8	HW
3622	8	GUM
3623	12	HW
4069	6	HW TWIN
4096	3	HW CLUSTER

LEGAL DESCRIPTION FROM SURVEY (OVERALL)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187, 17TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50' RIGHT-OF WAY) AND SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50' RIGHT-OF-WAY);

THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST 291.43 FEET TO A PK NAIL FOUND AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (RIGHT OF WAY VARIES) (RECORD TIE PER DEED BOOK 65661 PAGE 266), SAID POINT BEING THE POINT OF BEGINNING.

THENCE CONTINUING ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY, NORTH 88 DEGREES 05 MINUTES 47 SECONDS WEST 50.84 FEET TO A #4 REBAR SET;

THENCE SOUTH 89 DEGREES 10 MINUTES 56 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 83 DEGREES 37 MINUTES 26 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 76 DEGREES 04 MINUTES 28 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 70 DEGREES 34 MINUTES 58 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 65 DEGREES 17 MINUTES 03 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 59 DEGREES 49 MINUTES 03 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 56 DEGREES 21 MINUTES 53 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 54 DEGREES 00 MINUTES 33 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 52 DEGREES 37 MINUTES 53 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 48 DEGREES 55 MINUTES 35 SECONDS EAST 49.45 FEET TO AN AXEL FOUND;

THENCE SOUTH 34 DEGREES 45 MINUTES 03 SECONDS EAST 196.30 FEET TO A PK-NAIL FOUND;

THENCE SOUTH 35 DEGREES 00 MINUTES 08 SECONDS EAST 164.80 FEET TO A #4 REBAR FOUND;

THENCE NORTH 00 DEGREES 47 MINUTES 33 SECONDS WEST 38.46 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 35 DEGREES 40 MINUTES 04 SECONDS EAST 180.98 FEET TO A #4 REBAR FOUND;

THENCE LEAVING SAID RIGHT-OF-WAY LINE FOLLOWING THE ARC OF A CURVE TO THE LEFT A DISTANCE OF 161.18 FEET (SAID ARC HAVING A RADIUS OF 308.31 FEET AND BEING SUBTENDED BY A CHORD OF NORTH 78 DEGREES 03 MINUTES 16 SECONDS WEST A DISTANCE OF 159.35 FEET) TO A #4 REBAR FOUND;

THENCE SOUTH 86 DEGREES 55 MINUTES 05 SECONDS WEST 227.15 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 01 DEGREES 48 MINUTES 30 SECONDS EAST 151.72 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 88 DEGREES 00 MINUTES 14 SECONDS WEST 123.21 FEET TO A #4 REBAR FOUND;

THENCE NORTH 02 DEGREES 26 MINUTES 17 SECONDS WEST 151.16 FEET TO A PK-NAIL FOUND, SAID POINT BEING THE TRUE POINT OF BEGINNING.

SAID TRACT BEING 7.71 ACRES, 336,084 SQUARE FEET, MORE OR LESS.

LEGAL DESCRIPTION FROM SURVEY (TRACT 1)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187, 17TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50' RIGHT-OF WAY) AND SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50' RIGHT-OF-WAY);

THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST 291.43 FEET TO A PK NAIL FOUND AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (RIGHT OF WAY VARIES) (RECORD TIE PER DEED BOOK 65661 PAGE 266);

THENCE CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY OF HUBER STREET SOUTH 02 DEGREES 17 MINUTES 29 SECONDS EAST 379.90 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 01 DEGREE 55 MINUTES 23 SECONDS EAST 118.90 FEET TO A 2" OPEN TOP PIPE FOUND;

THENCE SOUTH 02 DEGREES 33 MINUTES 18 SECONDS EAST 100.50 FEET TO A #4 REBAR SET;

THENCE LEAVING SAID RIGHT-OF-WAY NORTH 87 DEGREES 47 MINUTES 33 SECONDS EAST 274.55 FEET TO A PK-NAIL FOUND, SAID POINT BEING THE POINT OF BEGINNING;

THENCE NORTH 87 DEGREES 44 MINUTES 44 SECONDS EAST 124.87 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 01 DEGREES 48 MINUTES 30 SECONDS EAST 151.72 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 88 DEGREES 00 MINUTES 14 SECONDS WEST 123.21 FEET TO A #4 REBAR FOUND;

THENCE NORTH 02 DEGREES 26 MINUTES 17 SECONDS WEST 151.16 FEET TO A PK-NAIL FOUND, SAID POINT BEING THE TRUE POINT OF BEGINNING.

SAID TRACT BEING CONTAINS 0.43 ACRES, 18,785 SQUARE FEET, MORE OR LESS.

LEGAL DESCRIPTION FROM SURVEY (TRACT 2)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187, 17TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50' RIGHT-OF WAY) AND SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50' RIGHT-OF-WAY);

THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST 291.43 FEET TO A PK NAIL FOUND AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (RIGHT OF WAY VARIES) (RECORD TIE PER DEED BOOK 65661 PAGE 266);

THENCE CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY OF HUBER STREET SOUTH 02 DEGREES 17 MINUTES 29 SECONDS EAST 379.90 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 01 DEGREE 55 MINUTES 23 SECONDS EAST 118.90 FEET TO A 2" OPEN TOP PIPE FOUND, SAID POINT BEING THE POINT OF BEGINNING;

THENCE LEAVING SAID RIGHT-OF-WAY NORTH 87 DEGREES 54 MINUTES 37 SECONDS EAST 275.56 FEET TO A #4 REBAR FOUND.

THENCE NORTH 67 DEGREES 40 MINUTES 52 SECONDS EAST 336.63 FEET TO A 3" OPEN TOP PIPE FOUND ON THE WESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (R/W VARIES);

THENCE ALONG SAID RIGHT-OF-WAY SOUTH 35 DEGREES 00 MINUTES 08 SECONDS EAST 164.80 FEET TO A #4 REBAR FOUND;

THENCE NORTH 00 DEGREES 47 MINUTES 33 SECONDS WEST 38.46 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 35 DEGREES 40 MINUTES 04 SECONDS EAST 180.98 FEET TO A #4 REBAR FOUND;

THENCE LEAVING SAID RIGHT-OF-WAY ALONG A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 161.18 FEET, WITH A RADIUS OF 308.31 FEET, SUBTENDED BY A CHORD OF 159.35 FEET, WITH A CHORD BEARING OF NORTH 78 DEGREES 03 MINUTES 16 SECONDS WEST TO A #4 REBAR FOUND;

THENCE SOUTH 86 DEGREES 55 MINUTES 05 SECONDS WEST 227.15 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 87 DEGREES 44 MINUTES 44 SECONDS WEST 124.87 FEET TO A PK-NAIL FOUND;

THENCE SOUTH 87 DEGREES 47 MINUTES 33 SECONDS WEST 274.55 FEET TO A #4 REBAR SET ON THE EASTERLY RIGHT-OF WAY OF HUBER STREET;

THENCE ALONG SAID RIGHT-OF-WAY NORTH 02 DEGREES 33 MINUTES 18 SECONDS WEST 100.50 FEET TO A 2" OPEN TOP PIPE FOUND, SAID POINT BEING THE POINT OF BEGINNING;

SAID TRACT BEING 2.19 ACRES, 95,548 SQUARE FEET, MORE OR LESS.

SCHEDULE B PART II
COMMITMENT NO.: NCS-1120282-ATL
COMMITMENT DATE: FEBRUARY 28, 2023 AT 8:00 A.M.

13. RIGHT OF WAY FOR RAILROAD, SWITCH TRACKS, RAILROAD FACILITIES AND OTHER RELATED EASEMENTS, IF ANY, LOCATED ON, ACROSS OR ALONG A PORTION OF THE EAST LOT LINE OF SUBJECT PROPERTY.

AFFECTS SUBJECT TRACT, RIGHT OF WAY AND TRACKS SHOWN GRAPHICALLY.

14. PERMIT FROM M. L. RICHART, JACOB H. HIRSCH, HENRY HIRSCH AND JOSEPH HIRSCH, AS EXECUTORS OF THE LAST WILL AND TESTAMENT OF MORRIS HIRSCH, DECEASED, WITH THE CONSENT OF JOSEPH HIRSCH, THE SURVIVING PARTNER OF THE FIRM OF M&J HIRSCH, AND JOSEPH HIRSCH INDIVIDUALLY TO GEORGIA POWER COMPANY, DATED MAY 1, 1911, FILED FOR RECORD AUGUST 9, 1911, AND RECORDED IN DEED BOOK 318, PAGE 212, FULTON COUNTY, GEORGIA RECORDS.

MAY AFFECT SUBJECT TRACT, BLANKET IN NATURE, UNABLE TO DETERMINE EXACT LOCATION FROM RECORD DOCUMENT.

15. RIGHT-OF-WAY EASEMENT FROM R. H. CLEVELAND AND JEROME B. WITHERS TO GEORGIA POWER COMPANY, DATED JANUARY 7, 1952, FILED FOR RECORD MARCH 10, 1952, AND RECORDED IN DEED BOOK 2725, PAGE 656, AFORESAID RECORDS; AS AFFECTED BY PARTIAL TERMINATION OF EASEMENTS BY AND BETWEEN GEORGIA POWER COMPANY, A GEORGIA CORPORATION AND 1521 HUBER STREET, LLC, A GEORGIA LIMITED LIABILITY COMPANY, DATED NOVEMBER 30, 2018, FILED JANUARY 15, 2019, AND RECORDED IN DEED BOOK 59613, PAGE 308, AFORESAID RECORDS.

DOES NOT AFFECT SUBJECT TRACT.

16. RIGHT-OF-WAY EASEMENT FROM M. R. MCCLATCHEY TO GEORGIA POWER COMPANY, DATED DECEMBER 16, 1954, FILED FOR RECORD JANUARY 4, 1955, AND RECORDED IN DEED BOOK 2955, PAGE 104, AFORESAID RECORDS.

MAY AFFECT SUBJECT TRACT, LOCATION CANNOT BE DETERMINED FROM RECORD DOCUMENT.

17. RIGHT-OF-WAY EASEMENT FROM J. B. WITHERS, SR., B. T. GASSETT, AND J. B. WITHERS, JR. TO GEORGIA POWER COMPANY, DATED MARCH 11, 1963, FILED FOR RECORD MARCH 25, 1963, AND RECORDED IN DEED BOOK 4031, PAGE 483, AFORESAID RECORDS.

AFFECTS SUBJECT TRACT, BLANKET IN NATURE.

18. INDEMNITY AGREEMENT FROM SOUTHERN METAL FINISHING CO. INC. TO CITY OF ATLANTA, DATED JANUARY 1988, FILED FOR RECORD MAY 18, 1988, AND RECORDED IN DEED BOOK 11539, PAGE 2, AFORESAID RECORDS.

AFFECTS SUBJECT TRACT, DETENTION FACILITY SHOWN GRAPHICALLY.

19. TERMS AND PROVISIONS OF AN UNRECORDED LEASE BY AND BETWEEN SOUTHERN METAL FINISHING COMPANY, INC., A GEORGIA CORPORATION AND RECOVERY TECHNOLOGIES GROUP OF GEORGIA, INC., A DELAWARE CORPORATION, DATED OCTOBER 1, 2001, AS EVIDENCED BY MEMORANDUM OF LEASE BETWEEN THE SAME PARTIES, DATED OCTOBER 1, 2001, FILED FOR RECORD OCTOBER 29, 2001 AND RECORDED IN DEED BOOK 31218, PAGE 613, AFORESAID RECORDS; AS ASSIGNED BY ASSIGNMENT OF LEASE BY AND BETWEEN SOUTHERN METAL FINISHING COMPANY, LLC, A GEORGIA LIMITED LIABILITY COMPANY AND 1593 HUBER STREET, LLC, A GEORGIA LIMITED LIABILITY COMPANY DATED SEPTEMBER 7, 2007, FILED SEPTEMBER 13, 2007, AND RECORDED IN DEED BOOK 45686, PAGE 383, AFORESAID RECORDS.

MAY AFFECT SUBJECT TRACT, UNSURE EXPIRATION DATE OF LEASE.

19. TERMS AND PROVISIONS OF AN UNRECORDED LEASE AGREEMENT BY AND BETWEEN C&G ATLANTA, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND SOUTHERN ALUMINUM FINISHING COMPANY, INC., A GEORGIA CORPORATION, DATED SEPTEMBER 16, 2015, AS EVIDENCED BY MEMORANDUM OF LEASE BETWEEN THE SAME PARTIES, DATED SEPTEMBER 16, 2015, FILED FOR RECORD SEPTEMBER 18, 2015 AND RECORDED IN DEED BOOK 55389, PAGE 4, AFORESAID RECORDS; AS AFFECTED BY SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT BY AND AMONG SOUTHERN ALUMINUM FINISHING COMPANY, A GEORGIA CORPORATION, IAI HUBER OWNER, LLC, A GEORGIA LIMITED LIABILITY COMPANY AND AMERIS BANK, A GEORGIA BANKING CORPORATION, DATED JUNE 19, 2020, FILED FOR RECORD JULY 1, 2020, AND RECORDED IN DEED BOOK 61840, PAGE 482, AFORESAID RECORDS.

AFFECTS SUBJECT TRACT.

20. TERMS AND PROVISIONS OF AN UNRECORDED LEASE AGREEMENT BY AND BETWEEN LIBERTY TIRE RECYCLING, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND IAI HUBER OWNER, LLC, A GEORGIA LIMITED LIABILITY COMPANY, DATED OCTOBER 1, 2001, AS EVIDENCED BY SUBORDINATION, NON-DISTURBANCE AND ATTORNMENT AGREEMENT BY AND AMONG LIBERTY TIRE RECYCLING, LLC, A DELAWARE LIMITED LIABILITY COMPANY, IAI HUBER OWNER, LLC, A GEORGIA LIMITED LIABILITY COMPANY AND AMERIS BANK, A GEORGIA BANKING CORPORATION, DATED JUNE 17, 2020, FILED FOR RECORD JULY 1, 2020, AND RECORDED IN DEED BOOK 61840, PAGE 475, AFORESAID RECORDS.

AFFECTS SUBJECT TRACT.

21. MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 33, PAGE 47, AFORESAID RECORDS.

RECORD DOCUMENT ILLEGIBLE.

22. MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 33, PAGE 62, AFORESAID RECORDS.

AFFECTS SUBJECT TRACT, ALL VISIBLE MATTERS SHOWN.

23. MATTERS SHOWN ON PLAT RECORDED IN PLAT BOOK 37, PAGE 52A AND 52B, AFORESAID RECORDS.

RECORD DOCUMENT ILEGIBLE.

LEGAL DESCRIPTION FROM SURVEY (TRACT 3)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187, 17TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50' RIGHT-OF WAY) AND SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50' RIGHT-OF-WAY);

THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST 291.43 FEET TO A PK NAIL FOUND AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (RIGHT OF WAY VARIES) (RECORD TIE PER DEED BOOK 65661 PAGE 266), SAID POINT BEING THE POINT OF BEGINNING.

THENCE CONTINUING ALONG SAID SOUTHWESTERLY RIGHT-OF-WAY, NORTH 88 DEGREES 05 MINUTES 47 SECONDS WEST 50.84 FEET TO A #4 REBAR SET;

THENCE SOUTH 89 DEGREES 10 MINUTES 56 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 83 DEGREES 37 MINUTES 26 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 76 DEGREES 04 MINUTES 28 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 70 DEGREES 34 MINUTES 58 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 65 DEGREES 17 MINUTES 03 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 59 DEGREES 49 MINUTES 03 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 56 DEGREES 21 MINUTES 53 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 54 DEGREES 00 MINUTES 33 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 52 DEGREES 37 MINUTES 53 SECONDS EAST 50.02 FEET TO A #4 REBAR SET;

THENCE SOUTH 48 DEGREES 55 MINUTES 35 SECONDS EAST 49.45 FEET TO AN AXEL FOUND;

THENCE SOUTH 34 DEGREES 45 MINUTES 03 SECONDS EAST 196.30 FEET TO A 3" OPEN TOP PIPE FOUND;

THENCE LEAVING SAID RIGHT-OF-WAY SOUTH 67 DEGREES 40 MINUTES 52 SECONDS WEST 336.63 FEET TO A #4 REBAR FOUND;

THENCE NORTH 02 DEGREES 18 MINUTES 34 SECONDS WEST 120.32 FEET TO A #4 REBAR SET;

THENCE SOUTH 87 DEGREES 36 MINUTES 53 SECONDS WEST 274.76 FEET TO A #4 REBAR FOUND ON THE EASTERLY RIGHT OF WAY OF HUBER STREET (50' RIGHT OF WAY);

THENCE ALONG SAID RIGHT OF WAY NORTH 02 DEGREES 17 MINUTES 29 SECONDS WEST 379.90 FEET TO A PK NAIL SET, SAID POINT BEING THE POINT OF BEGINNING.

SAID TRACT BEING 4.14 ACRES, 180,267 SQUARE FEET, MORE OR LESS.

LEGAL DESCRIPTION FROM SURVEY (TRACT 4)

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 187, 17TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET (50' RIGHT-OF WAY) AND SOUTHERLY RIGHT-OF-WAY OF OLD CHATTAHOOCHEE AVENUE (50' RIGHT-OF-WAY);

THENCE SOUTH 01 DEGREES 11 MINUTES 07 SECONDS EAST 291.43 FEET TO A PK NAIL FOUND AT THE INTERSECTION OF THE EASTERLY RIGHT-OF-WAY OF HUBER STREET AND THE SOUTHWESTERLY RIGHT-OF-WAY OF SEABOARD AIRLINE RAILROAD (RIGHT OF WAY VARIES) (RECORD TIE PER DEED BOOK 65661 PAGE 266);

THENCE CONTINUING ALONG THE EASTERLY RIGHT-OF-WAY OF HUBER STREET SOUTH 02 DEGREES 17 MINUTES 29 SECONDS EAST 379.90 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 01 DEGREE 55 MINUTES 23 SECONDS EAST 118.90 FEET TO A 2" OPEN TOP PIPE FOUND;

THENCE SOUTH 02 DEGREES 33 MINUTES 18 SECONDS EAST 100.50 FEET TO A #4 REBAR SET, SAID POINT BEING THE POINT OF BEGINNING;

THENCE LEAVING SAID RIGHT-OF-WAY NORTH 87 DEGREES 47 MINUTES 33 SECONDS EAST 274.55 FEET TO A PK-NAIL FOUND;

THENCE SOUTH 02 DEGREES 26 MINUTES 17 SECONDS EAST 151.16 FEET TO A #4 REBAR FOUND;

THENCE SOUTH 88 DEGREES 01 MINUTES 56 SECONDS WEST 276.43 FEET TO A #4 REBAR FOUND ON THE EASTERLY RIGHT-OF-WAY OF HUBER STREET;

THENCE ALONG SAID RIG

APPENDIX B

PROGRAMMED PROJECT DOCUMENTS

December 4, 2023

HOWELL MILL SAFE STREET

Project Description

Project Name: Howell Mill Complete (Safe) Street Project

Projected Cost: Approx $21 M

Council Districts: 3, 8 and 9

NPU: K, L, & T

Target Start Date: Winter 2023

Target End Date: Winter 2026

Contractors:

- P2K Civil Construction Contractors
- Lefko Construction (P2K-Lefko JV)

Project Description:

- Milling, resurfacing, and restriping from Marietta Street, NW to Collier Road, NW
- New ADA ramps and sidewalk repairs on Howell Mill Road NW from Marietta Street NW to Collier Road, NW
- Traffic signal coordination through fiber optic communication
- Intersection signal updates
- Three (3) new signalized intersections
- Three (3) new mid-block crossings
- Seven (7) left-turn lanes
- Right-turn lane installation at Huff Road
- Raised bicycle lanes
- Roadway grade bicycle lanes

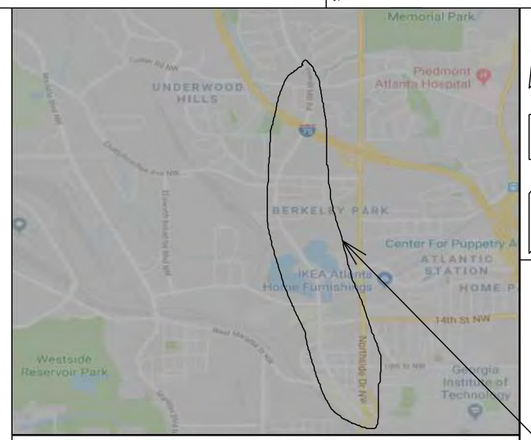
Overall Community Impact:

- Residents and users of the roadway will experience significant disruption for approximately 24-36 months

11/14/2023	GPLOT-V8	X:\FY16\1160552\04. DRAWINGS\DGNs\1160552_01-001.dgn	CITY	PROJECT NUMBER
USER:Carlos.Pavon	gplotborder-V81-P0.tbl	GAWCOV	ATLANTA	FC - 7383D TASK ORDER 4

CITY OF ATLANTA
RENEW ATLANTA TSPLOST PROGRAM

PLAN AND PROFILE OF PROPOSED
HOWELL MILL RD COMPLETE STREET PROJECT
FROM MARIETTA STREET TO COLLIER RD

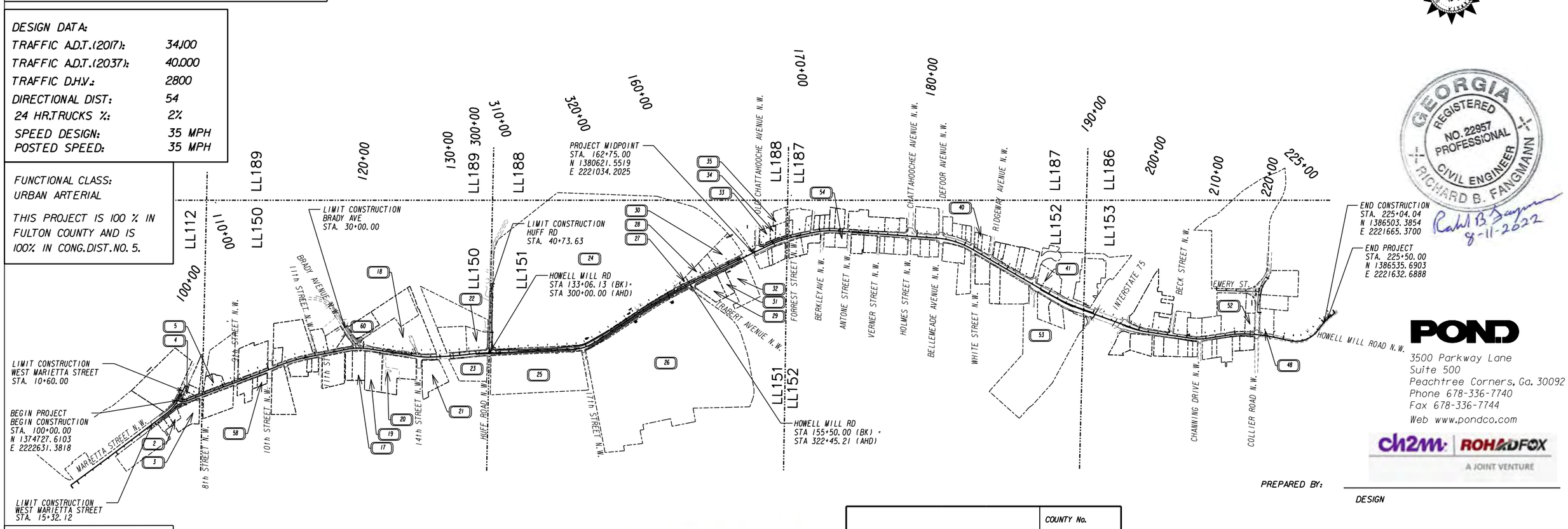


LOCATION SKETCH

DESIGN DATA:	
TRAFFIC A.D.T.(2017):	34,100
TRAFFIC A.D.T.(2037):	40,000
TRAFFIC D.H.V.:	2800
DIRECTIONAL DIST:	54
24 HR.TRUCKS %:	2%
SPEED DESIGN:	35 MPH
POSTED SPEED:	35 MPH

FUNCTIONAL CLASS:
URBAN ARTERIAL

THIS PROJECT IS 100 % IN FULTON COUNTY AND IS 100% IN CONG.DIST.NO. 5.



THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

GEORGIA 811 Utilities Protection Center, Inc
Know what's below. Call before you dig.

RESURGENS ATLANTA, GA.

RENEWATLANTATSPLOST

LENGTH OF PROJECT	COUNTY No. / Project No. MILES
NET LENGTH OF ROADWAY	2.377
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	2.377
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	2.377

SCALE IN FEET
0 500 1000 2000

GEORGIA REGISTERED NO. 22957 PROFESSIONAL CIVIL ENGINEER RICHARD B. FANGMANN
8-11-2022

POND
3500 Parkway Lane
Suite 500
Peachtree Corners, Ga. 30092
Phone 678-336-7740
Fax 678-336-7744
Web www.pondco.com

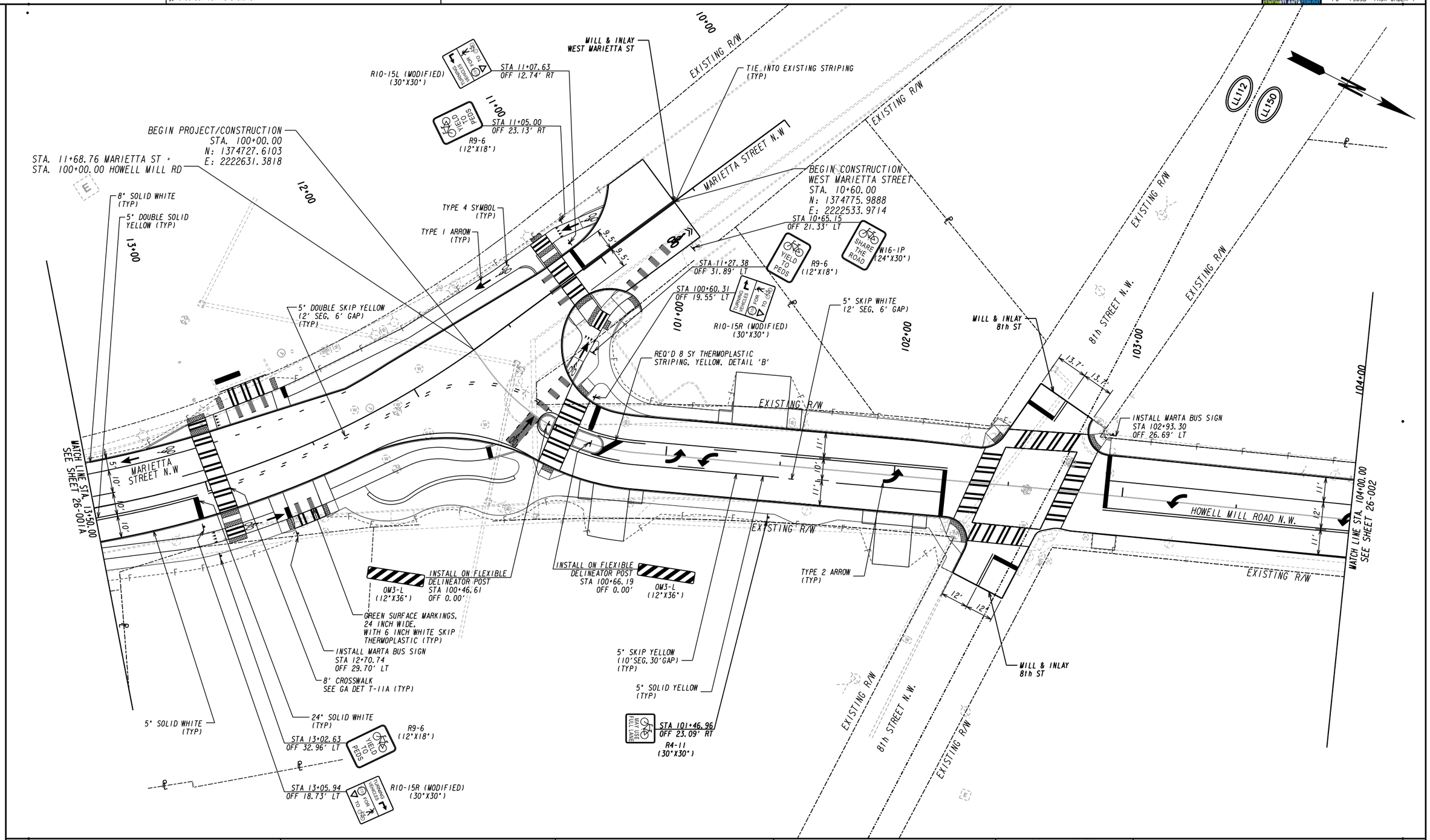
ch2m | ROHADFOX
A JOINT VENTURE

PREPARED BY:
DESIGN

PLANS COMPLETED 08-11-2022	
REVISIONS	
10-07-2022	03-03-2023
11-17-2022	05-15-2023
01-24-2023	11-10-2023
02-06-2023	

DRAWING No. 01-001

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE CITY OF ATLANTA IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



PROPERTY AND EXISTING R/W LINE	℄
REQUIRED R/W LINE	
CONSTRUCTION LIMITS	C F
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	
EASEMENT FOR CONSTR OF SLOPES	
EASEMENT FOR CONSTR OF DRIVES	

BEGIN LIMIT OF ACCESS	BLA
END LIMIT OF ACCESS	ELA
LIMIT OF ACCESS	
REQ'D R/W & LIMIT OF ACCESS	
ORANGE BARRIER FENCE	
ESA - ENV. SENSITIVE AREA	

POND
Architects ▪ Engineers ▪ Planners

ch2m: | ROHADFOX
A JOINT VENTURE

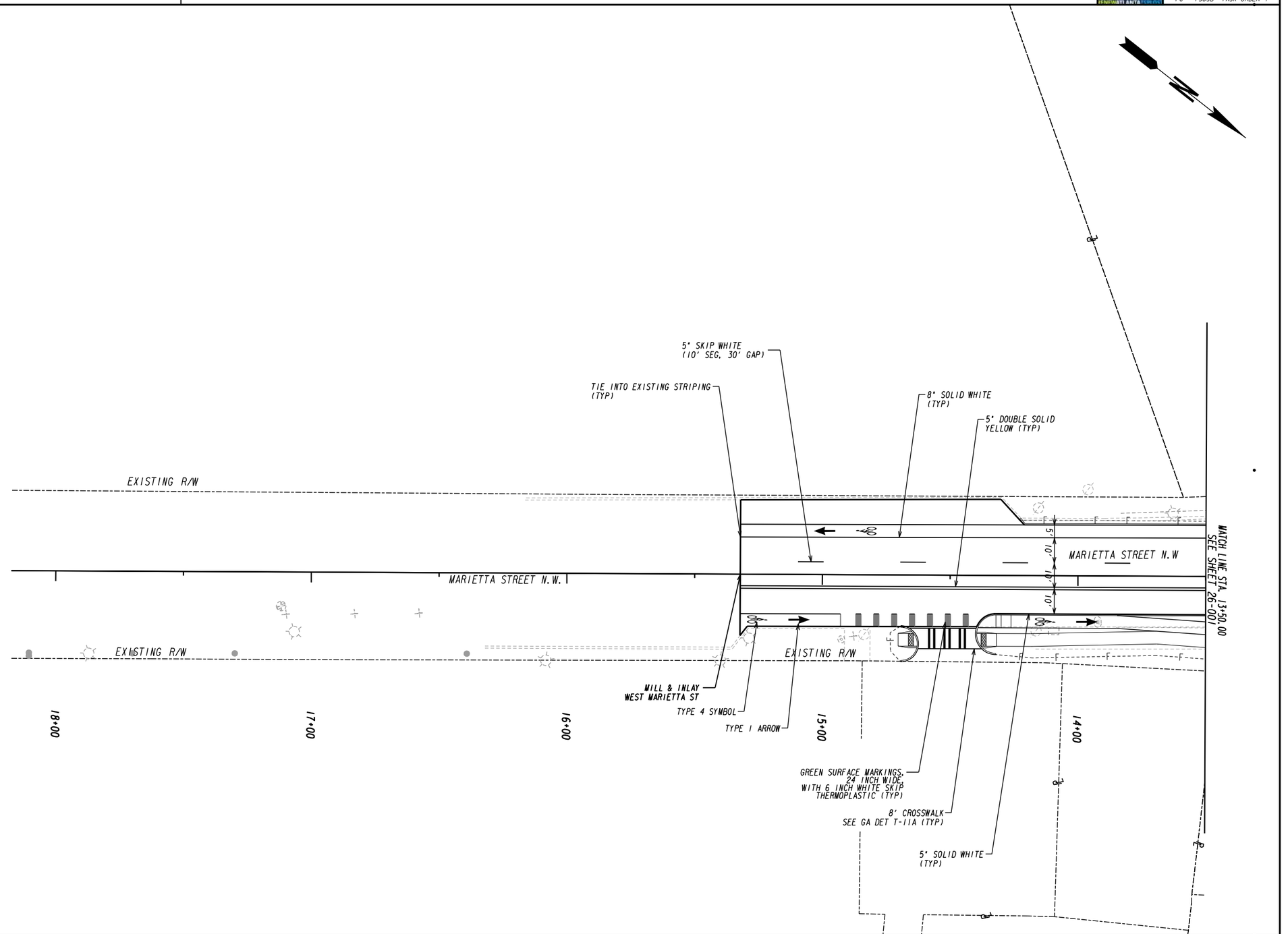
SCALE IN FEET
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REVISION DATES
01-24-2023

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-001
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

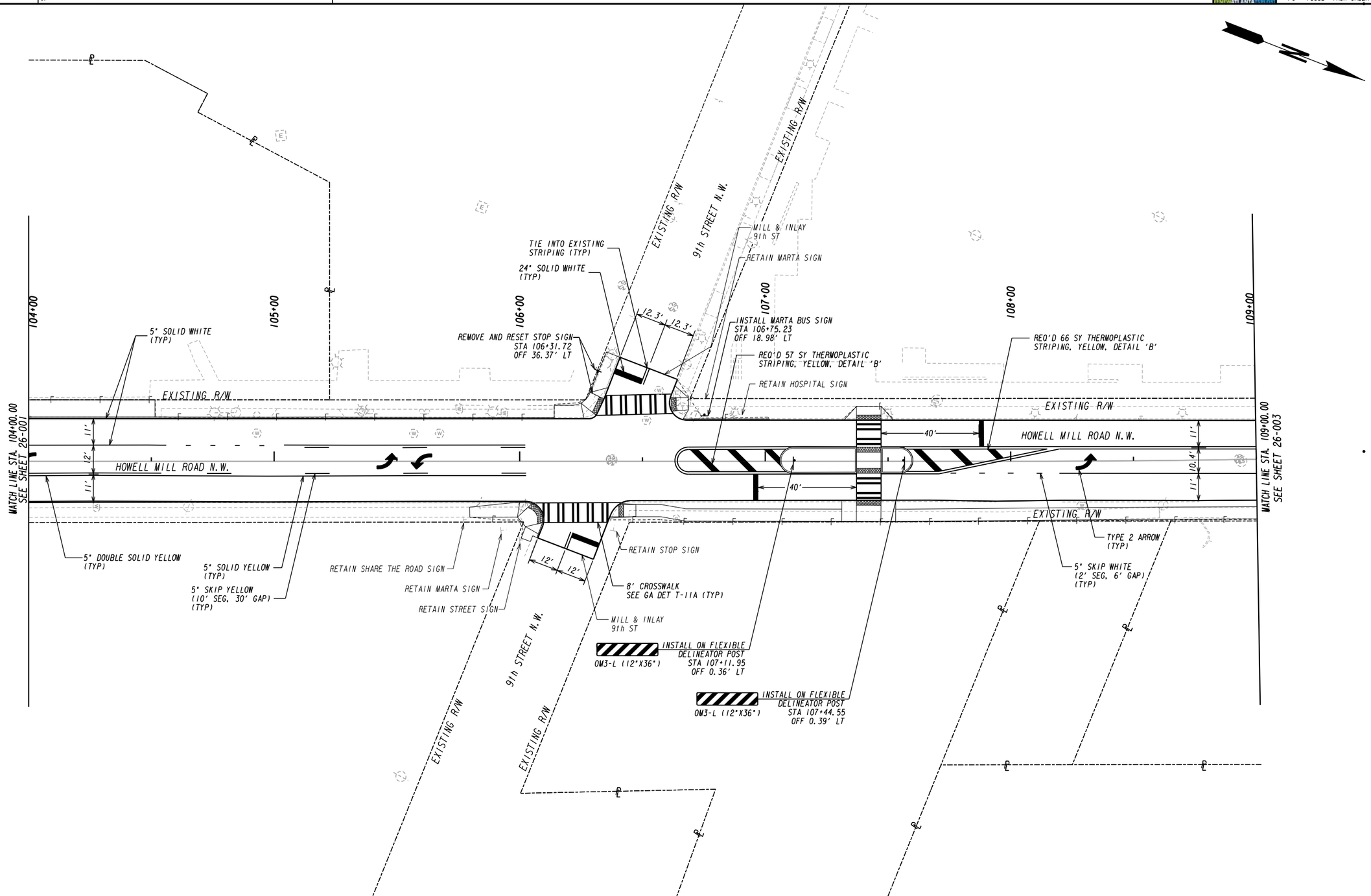
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-001A
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

SCALE IN FEET
0 20 40 80

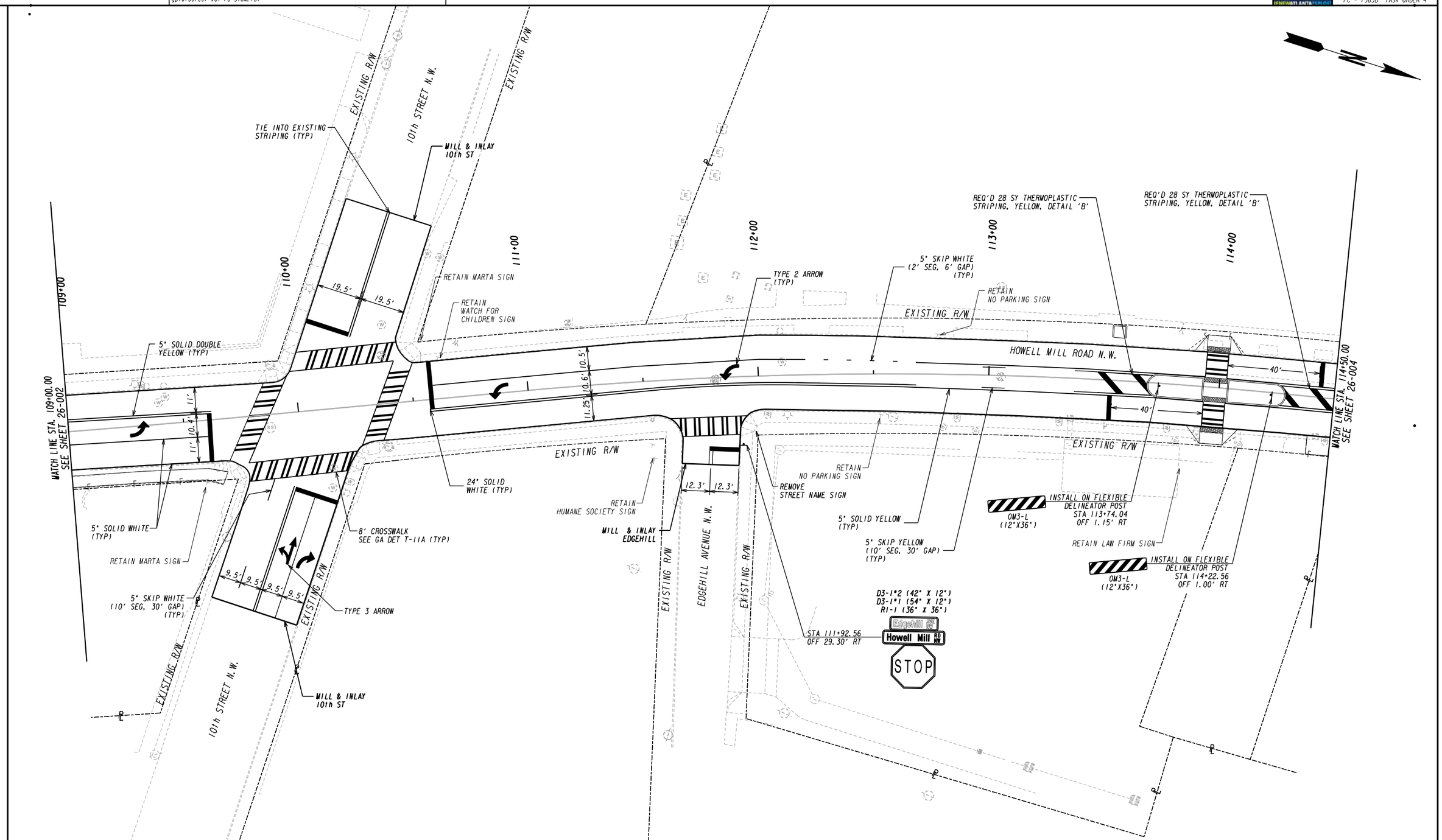
REVISION DATES
01-24-2023

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	
VERIFIED:		DATE:	

DRAWING No. 26-002



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-003
CORRECTED:		DATE:		
VERIFIED:		DATE:		

EXISTING R/W
11th STREET N.W.
EXISTING R/W
R1-1 (36" X 36")
D3-1*1 (54" X 12")
D3-1*3 (30" X 12")
STA 114+83.72
OFF 24.88' LT
STOP
Howell Mill RD NW
11th St NW
MILL & INLAY 11TH ST
RETAIN NO PARKING SIGN
14.7'
14.7'
115+00
5' SOLID YELLOW (TYP)
TYPE 2 ARROW (TYP)
REQ'D 34 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'
116+00
5' SKIP YELLOW (10' SEG, 30' GAP) (TYP)
REQ'D 38 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'
117+00
R10-15R (MODIFIED) (30"X30")
TURNING VEHICLES FOR BIKES TO GO
STOP HERE ON RED
R10-6A (24"X30")
STA 117+94.04
OFF 18.45' LT
BIKE MAY USE FULL LANE
R4-11 (30"X30")
118+00
STA 118+95.30
OFF 44.38' LT
STOP
R1-1 (36" X 36")
STA 31+61.06
OFF 45.69' LT
WATCH LINE STA. 31+50.00
SEE SHEET 26-025
REQ'D 32 SY THERMOPLASTIC STRIPING, WHITE, DETAIL 'A'
10' CROSSWALK SEE GA DET T-11A
119+00
11'
TYPE 3 ARROW
10'
10'
REQ'D 33 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'A'
GREEN SURFACE MARKING (THERMOPLASTIC)
8" SOLID WHITE
REMOVE PED CROSSING SIGN
32+00
120+00
EXISTING R/W
RETAIN MARTA SIGN
REMOVE STOP SIGN
TYPE 4 SYMBOL
5" SOLID DOUBLE YELLOW (TYP)
EXISTING R/W
40'
0.5'
HOWELL MILL ROAD N.W.
10.5'
11.2'
40'
EXISTING R/W
REQ'D 23 SY THERMOPLASTIC STRIPING, WHITE, DETAIL 'C'
12' CROSSWALK ON GREEN SURFACE SEE GA DET T-11A
5'
10'
10'
10'
WATCH LINE STA. 114+50.00
SEE SHEET 26-003
WATCH LINE STA. 120+00.00
SEE SHEET 26-005
10' CROSSWALK SEE GA DET T-11A (TYP)
24" SOLID WHITE (TYP)
INSTALL MARTA BUS SIGN
STA 118+88.87
OFF 30.36' RT
RETAIN STREET NAME SIGN
RETAIN STOP SIGN
INSTALL ON FLEXIBLE DELINEATOR POST
STA 116+87.02
OFF 0.55' LT
OM3-L (12"X36")
INSTALL ON FLEXIBLE DELINEATOR POST
STA 117+15.06
OFF 0.59' LT
OM3-L (12"X36")
5" SKIP WHITE (2' SEG, 6' GAP) (TYP)
EXISTING R/W
5" DOUBLE SKIP YELLOW (2' SEG, 6' GAP) (TYP)
12'
12'
8' CROSSWALK SEE GA DET T-11A (TYP)
MILL & INLAY 11TH ST
TIE INTO EXISTING STRIPING (TYP)
EXISTING R/W
11th STREET N.W.
EXISTING R/W
EXISTING R/W
11" SOLID CONTRAST (BLACK-WHITE) PREFORMED PLASTIC (TYP)
5" DOUBLE SKIP YELLOW (2' SEG, 6' GAP) (TYP)
M4-14 (12"X6")
D11-1 (24"X18")
BEGIN BIKE ROUTE
STA 119+41.63
OFF 35.40' RT
R10-6A (24"X30")
STOP HERE ON RED
TURNING VEHICLES FOR BIKES TO GO
STA 119+86.21
OFF 21.16' LT
R10-15R (MODIFIED) (30"X30")
8" SOLID CONTRAST (BLACK-WHITE) PREFORMED PLASTIC (TYP)
TYPE 4 SYMBOL
TYPE 1 ARROW

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

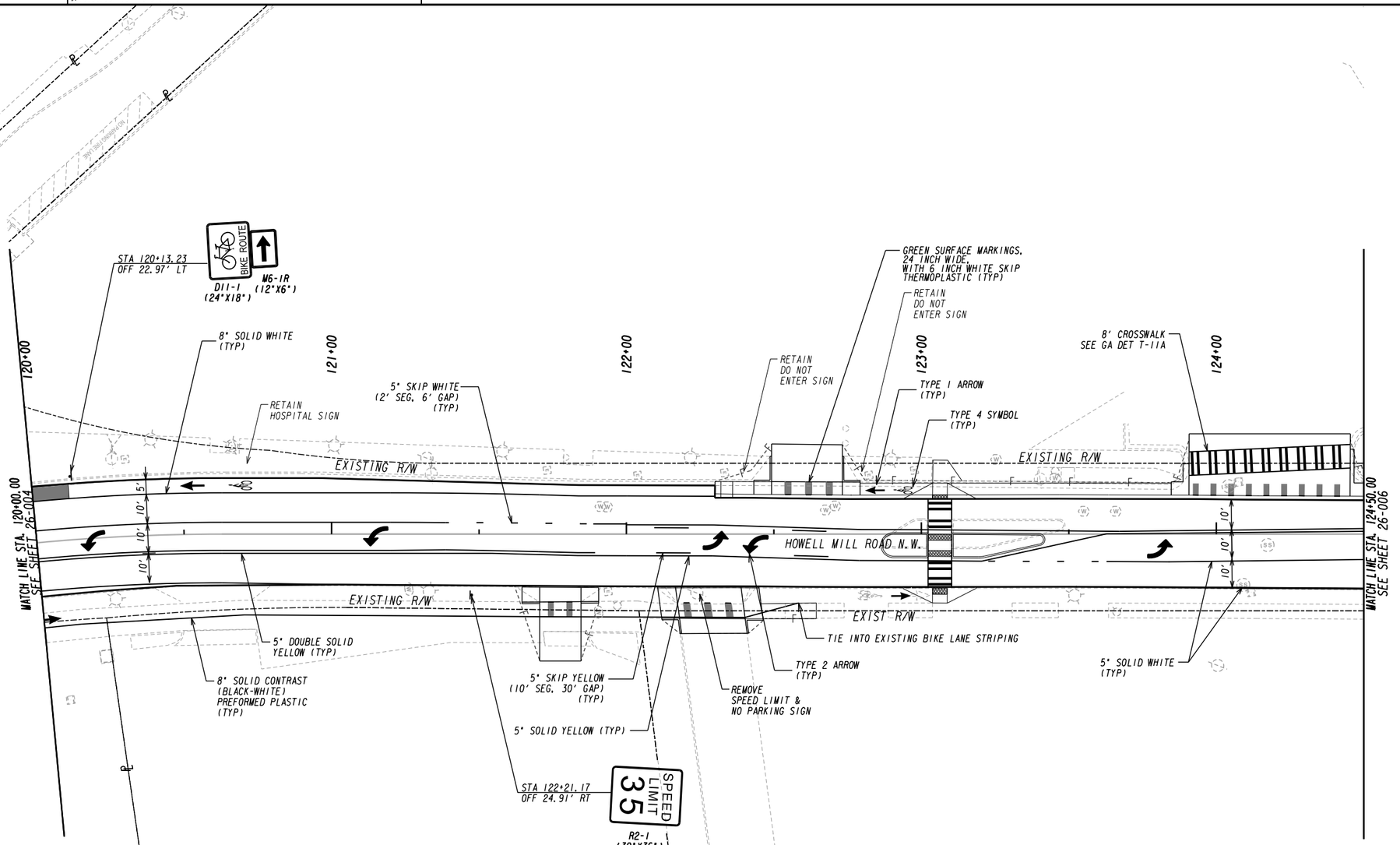
SCALE IN FEET
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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CORRECTED:		DATE:	26-004
VERIFIED:		DATE:	



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
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A JOINT VENTURE

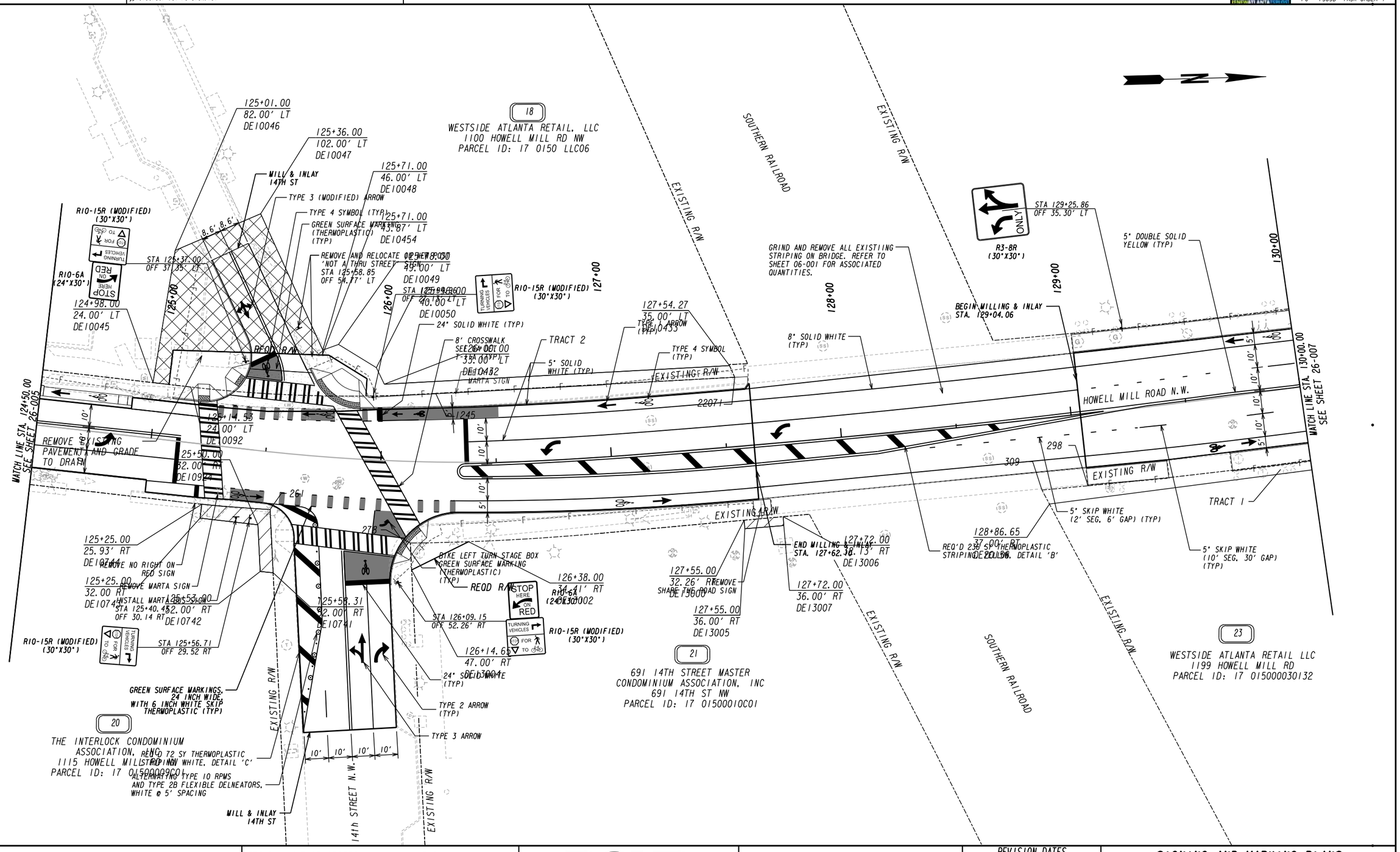
SCALE IN FEET
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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BACKCHECKED:		DATE:		26- 005
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
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ch2m: | ROHADFOX
A JOINT VENTURE

SCALE IN FEET
0 20 40 80

REVISION DATES
02/06/23

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	
CORRECTED:		DATE:	26-006
VERIFIED:		DATE:	

MATCH LINE STA. 45+50.00
SEE SHEET 26-026

TYPE 3 ARROW (TYP)
TYPE 4 SYMBOL
R10-15R (MODIFIED) (30"X30")
R10-6A (24"X30")
STA 132+92.95 OFF 63.29' RT
46+00
HUFF ROAD N.W.
5" SOLID DOUBLE YELLOW
8' CROSSWALK SEE GA DET T-11A (TYP)
REMOVE YIELD SIGN
GREEN SURFACE MARKING (THERMOPLASTIC)
REQ'D 89 SY THERMOPLASTIC STRIPING, WHITE, DETAIL 'C'
TYPE 4 SYMBOL (TYP)
5" SOLID DOUBLE YELLOW (TYP)
TYPE 1 ARROW (TYP)
RETAIN DRIVEWAY SIGN
5" SKIP WHITE (10' SEG, 30' GAP) (TYP)
130+00
131+00
132+00
133+00
300+00
301+00
302+00
REMOVE STREET NAME SIGN
REMOVE AND REPLACE PET ADOPTION SIGN (301+26.88, 34.70' LT)
TYPE 2 ARROW (TYP)
REMOVE NO PARKING SIGN
11'
10.5'
10.5'
5'
10'
10'
10'
10'
5'
11'
11'
10'
MATCH LINE STA. 130+00.00
SEE SHEET 26-006
EXISTING R/W
MATCH LINE STA. 302+44
SEE SHEET 26-008
8" SOLID WHITE (TYP)
5" SOLID WHITE
BIKE ROUTE & PET ADOPTION SIGN
TYPE 10 RPMS WHITE @ 5' SPACING
24" SOLID WHITE (TYP)
STA 132+63.98 OFF 26.27' RT
R10-15R (MODIFIED) (30"X30")
24" SOLID WHITE (TYP)
RETAIN MARTA SIGN
MILL & INLAY HEMPHILL AVE
HEMPHILL AVE N.W.
STATION EQUATION:
STA 47+10.06 HUFF RD =
STA 133+06.32 HOWELL MILL RD =
STA 300+00.39 HOWELL MILL RD
STATION EQUATION:
STA 47+13.79 HUFF RD =
STA 133+06.13 HOWELL MILL RD =
STA 300+00.00 HOWELL MILL RD
GREEN SURFACE MARKINGS, 24 INCH WIDE, WITH 6 INCH WHITE SKIP THERMOPLASTIC (TYP)
TIE INTO EXISTING STRIPING (TYP)
5" DOUBLE SKIP YELLOW (2' SEG, 6' GAP) (TYP)
RETAIN INTERSECTION WARNING SIGN
STA 301+89.62 OFF 19.50' RT
W1-10L (36"X36")
W16-8P*1 (36"X8")
W13-1P (18"X18")

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

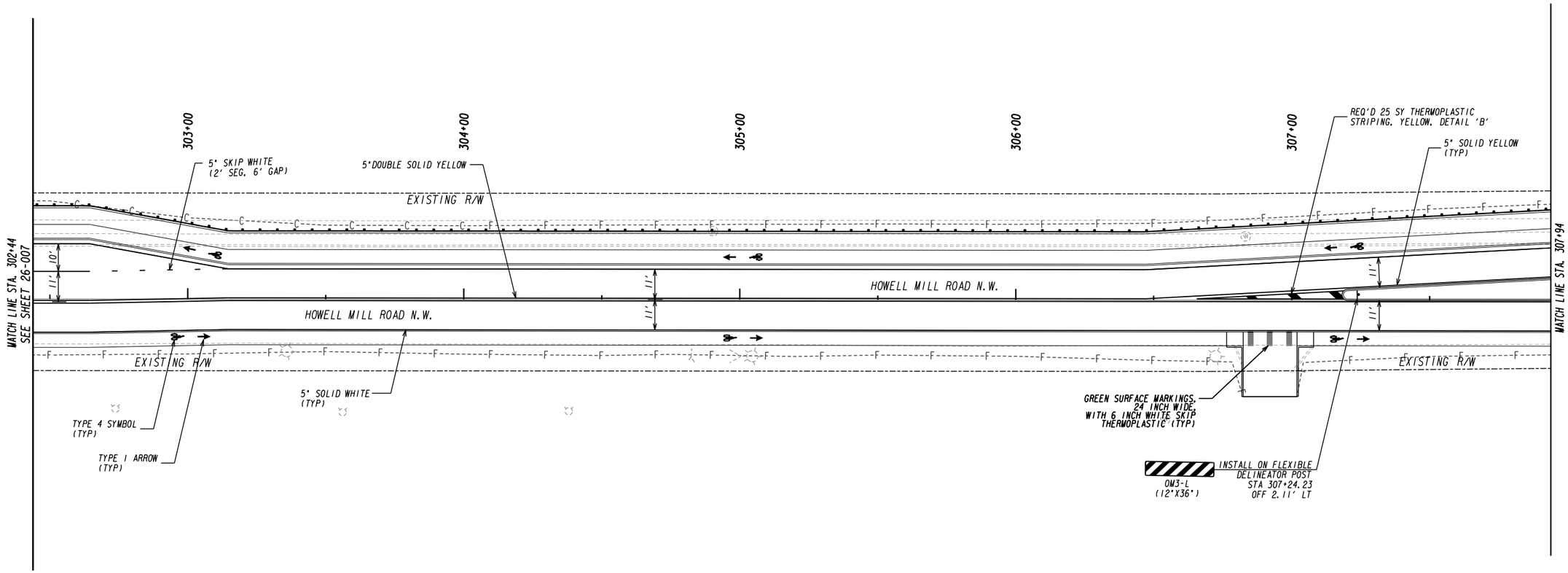
SCALE IN FEET
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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BACKCHECKED:		DATE:		26- 007
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m | ROHADFOX
A JOINT VENTURE

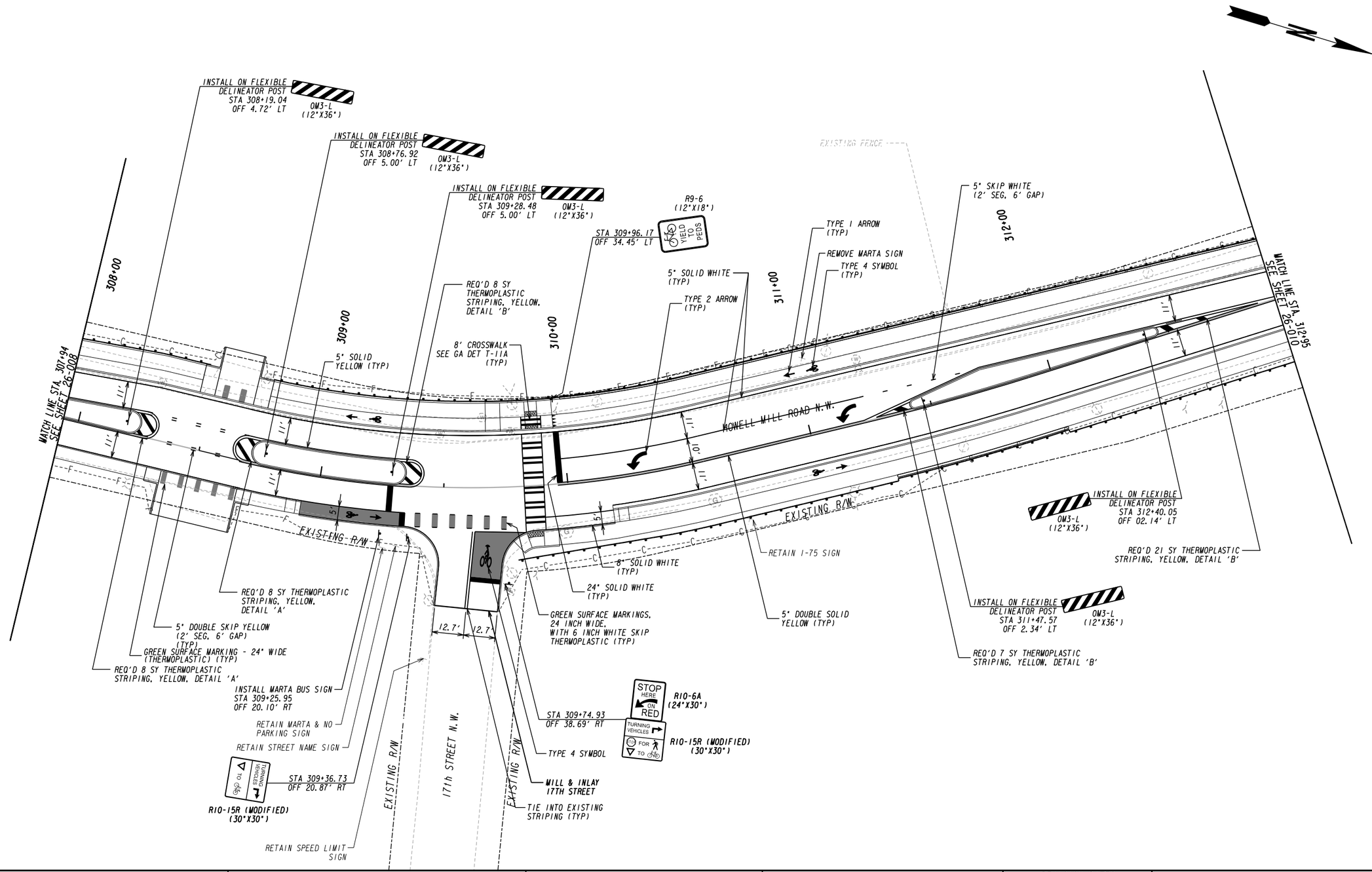
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-008
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

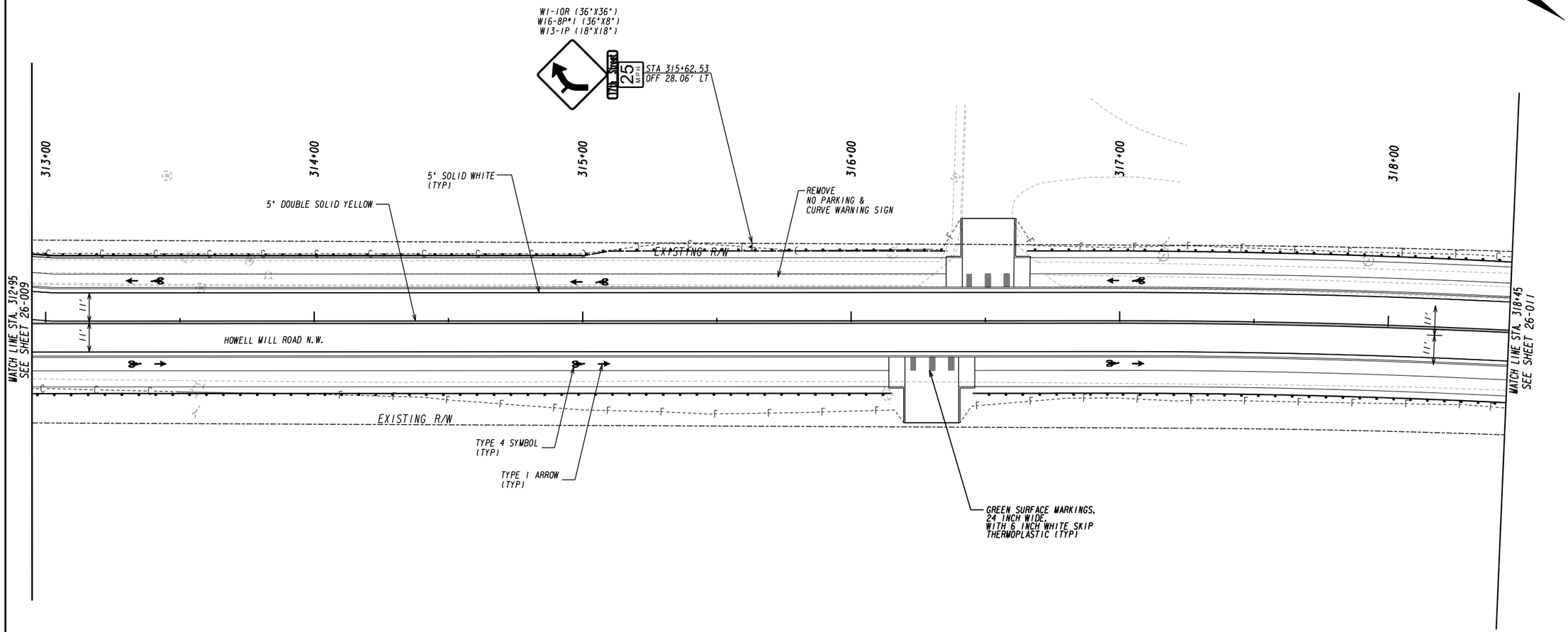
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-009
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
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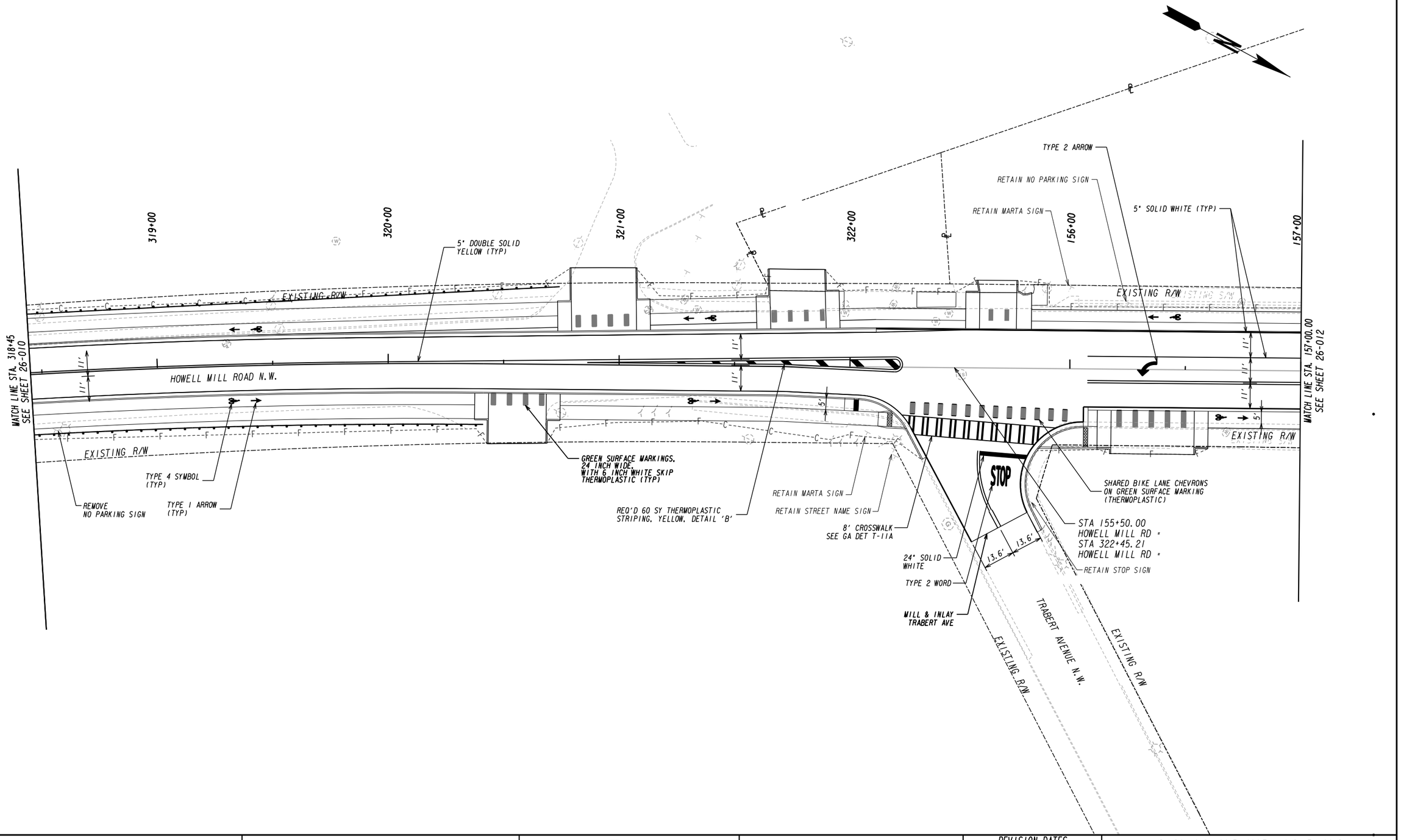
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	DRAWING No.
BACKCHECKED:		DATE:	26-010
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VERIFIED:		DATE:	



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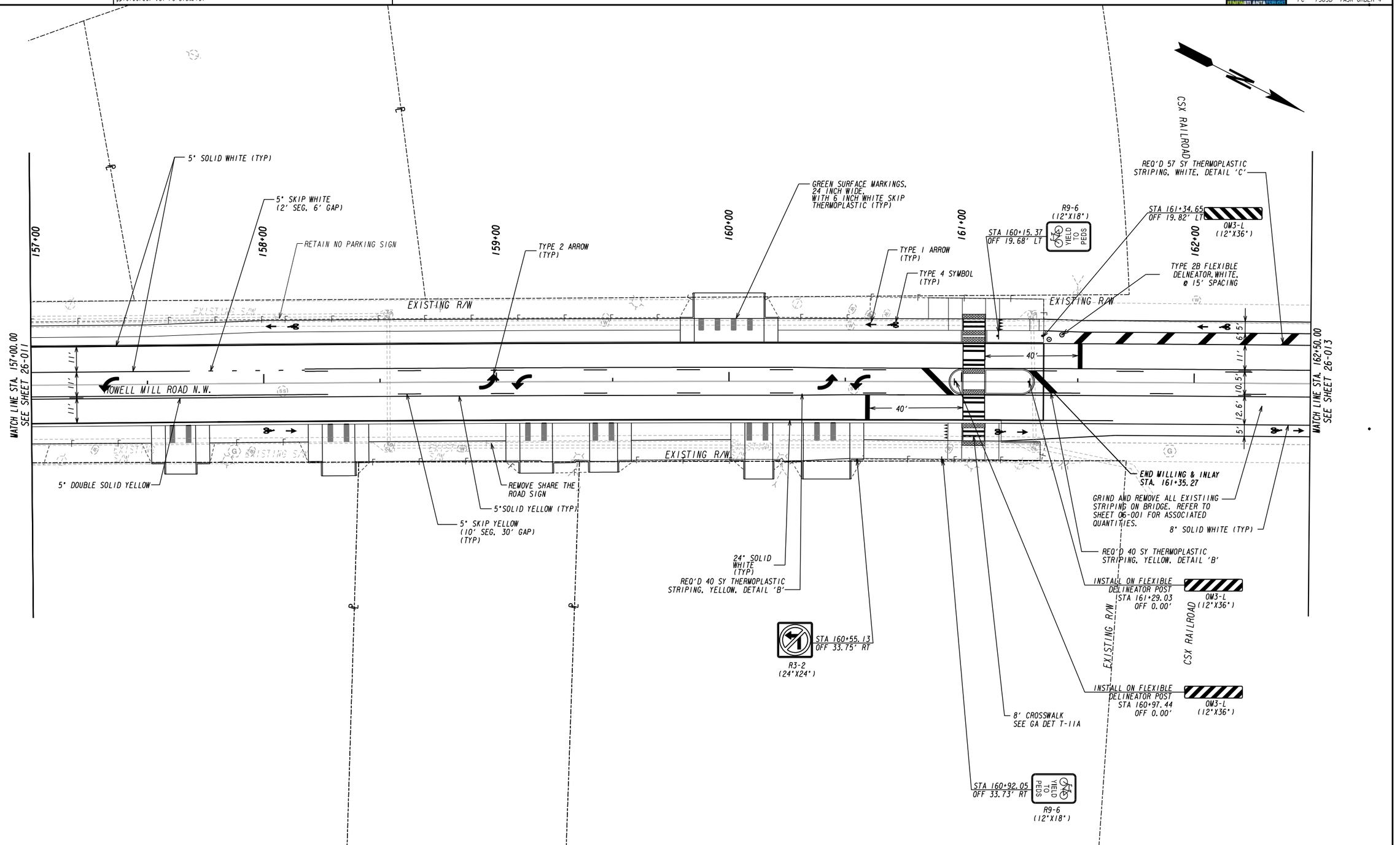
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26- 011
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
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SCALE IN FEET
0 20 40 80

REVISION DATES
05-15-23

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26- 012
CORRECTED:		DATE:		
VERIFIED:		DATE:		

REQ'D 41 SY THERMOPLASTIC STRIPING, WHITE, DETAIL 'C'

GRIND AND REMOVE ALL EXISTING STRIPING ON BRIDGE. REFER TO SHEET 06-001 FOR ASSOCIATED QUANTITIES.

CSX RAILROAD

OLD CHATTAHOOCHE AVENUE N.W.

EXISTING R/W

TIE INTO EXISTING STRIPING (TYP)

8' CROSSWALK SEE GA DET T-11A (TYP)

MILL & INLAY OLD CHATTAHOOCHEE AVE

REMOVE STOP SIGN

14'

13.8'

163+00

164+00

165+00

GREEN SURFACE MARKINGS, 24 INCH WIDE, WITH 6 INCH WHITE SKIP THERMOPLASTIC (TYP)

D11-1 (24"x18") W4-14 (12"x6")

BIKE ROUTE BEGIN

STA 166+45.87 OFF 21.67' LT

166+00

5"DOUBLE SOLID YELLOW (TYP)

RETAIN STOP & STREET NAME SIGN

MORRIS STREET N.W.

LL151

LL152

EXISTING R/W

MILL & INLAY MORRIS ST

167+00

168+00

5' DOUBLE SKIP YELLOW (2' SEG. 6' GAP) (TYP)

REMOVE SHARE THE ROAD SIGN

10'

10'

TYPE 2 ARROW (TYP)

RETAIN NO PARKING SIGN

WATCH LINE STA. 162+50.00 SEE SHEET 26-012

WATCH LINE STA. 168+00.00 SEE SHEET 26-014

5'

6'

11'

10.5'

12.6'

5'

HOWELL MILL ROAD N.W.

EXISTING R/W

10.5'

11.3'

5' 12.6'

10.8'

13'

11.3'

40'

TYPE 1 ARROW (TYP)

TYPE 4 SYMBOL (TYP)

SHARED BIKE LANE CHEVRONS ON GREEN SURFACE MARKING (THERMOPLASTIC)

SHARED BIKE LANE SYMBOL

REQ'D 16 SY THERMOPLASTIC STRIPING, WHITE, DETAIL 'C'

10'

10'

RETAIN MARTA SIGN

RETAIN STREET NAME SIGN

RETAIN STOP SIGN

24" SOLID WHITE (TYP)

MILL & INLAY FORREST ST

FORREST STREET N.W.

STA 165+28.95 OFF 35.07' RT

BIKE LANE ENDS

R3-17BP (24"x8") R3-17 (24"x18")

5' SKIP YELLOW (10' SEG. 30' GAP) (TYP)

5' SOLID YELLOW (TYP)

STA 163+17.94 OFF 43.15' LT

STOP

Howell Mill Rd NW

Old Chattahoochie Ave NW

BEGIN MILLING & INLAY STA. 163+19.25

R1-1 (36" X 36")
D3-1*1 (54" X 12")
D3-1*4 (72" X 12")

5" SOLID WHITE (TYP)

8" SOLID WHITE (TYP)

CSX RAILROAD R/W

EXISTING R/W

EXISTING R/W

FORREST STREET N.W.

EXISTING R/W

BIKE LANE FULL LANE

STA 167+28.42 OFF 26.21' RT

R4-11 (30"X30")

REQ'D 40 SY THERMOPLASTIC STRIPING, YELLOW, DETAIL 'B'

OW3-L (12"X36")

INSTALL ON FLEXIBLE DELINEATOR POST STA 167+51.56 OFF 1.00' RT

OW3-L (12"X36")

INSTALL ON FLEXIBLE DELINEATOR POST STA 167+94.07 OFF 0.33' RT

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ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m | ROHADFOX
A JOINT VENTURE

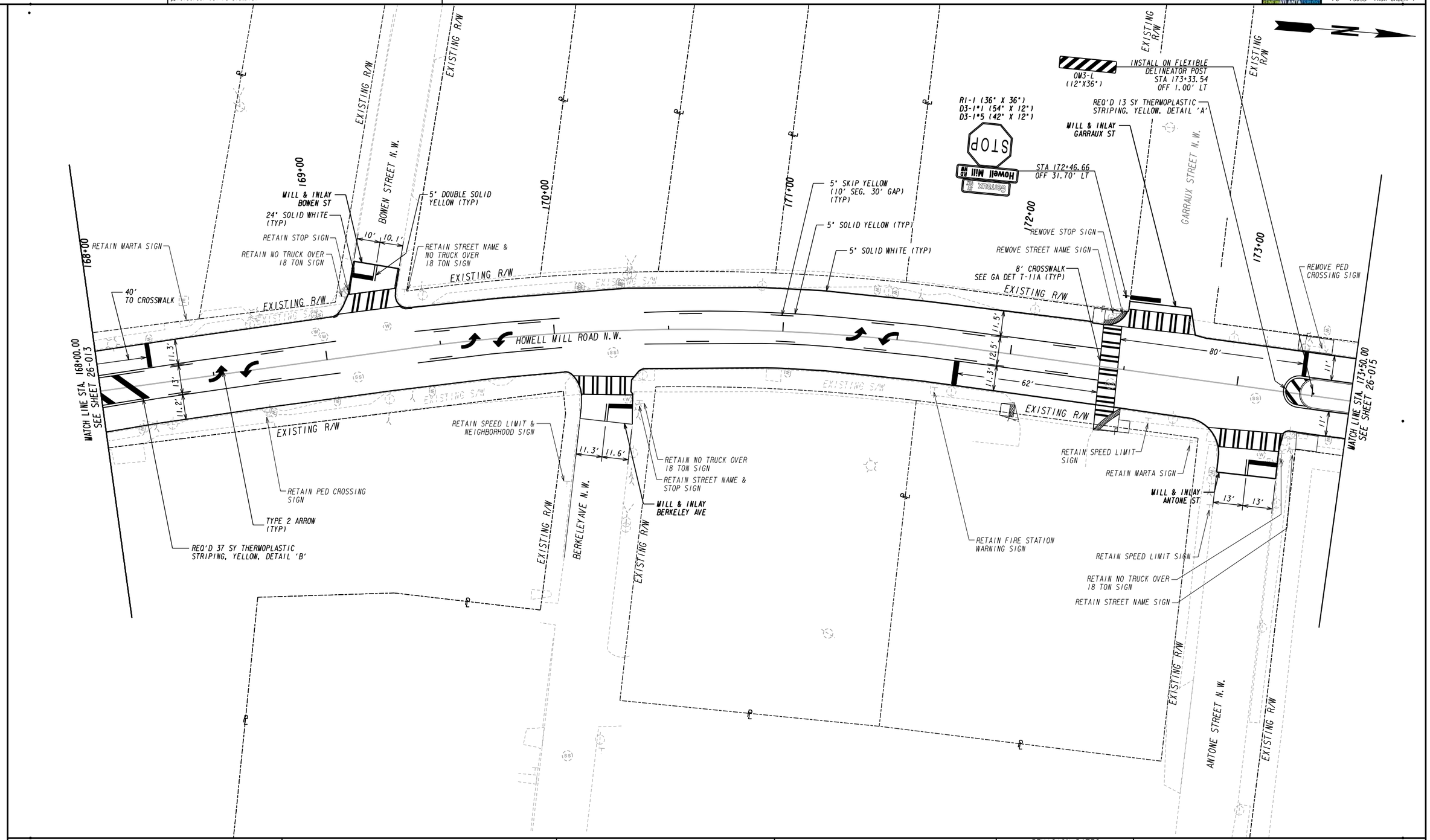
SCALE IN FEET
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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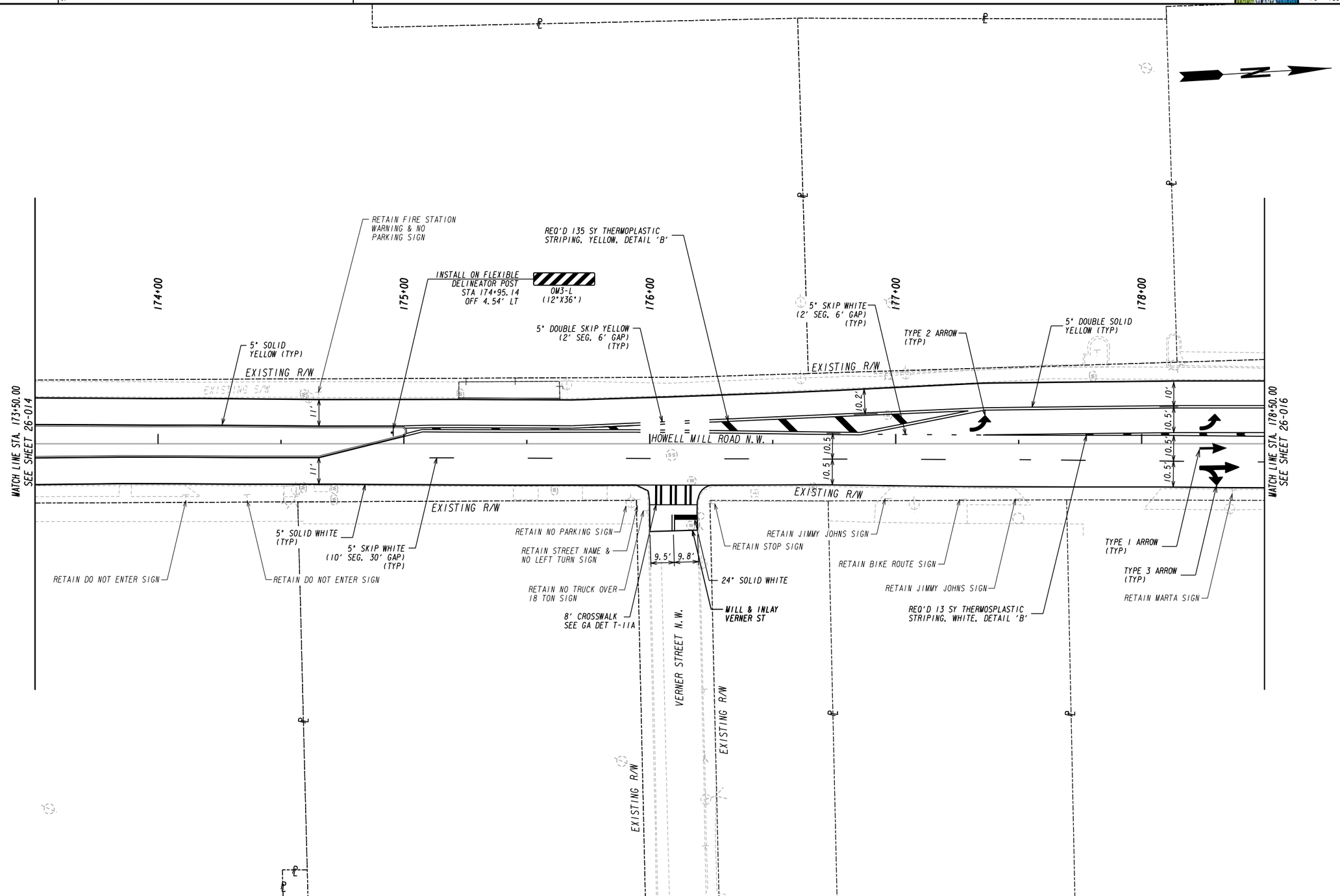
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REVISION DATES

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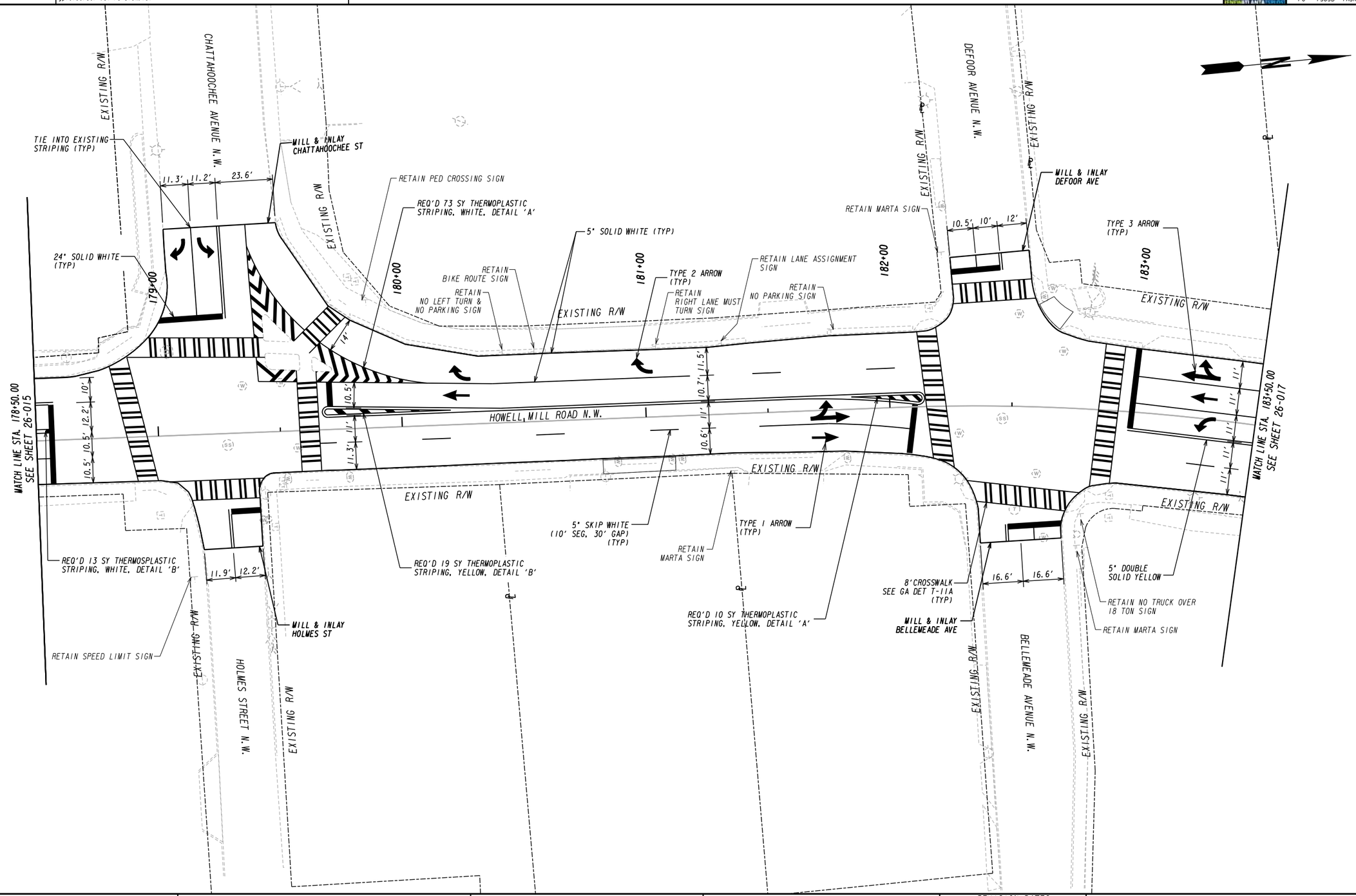
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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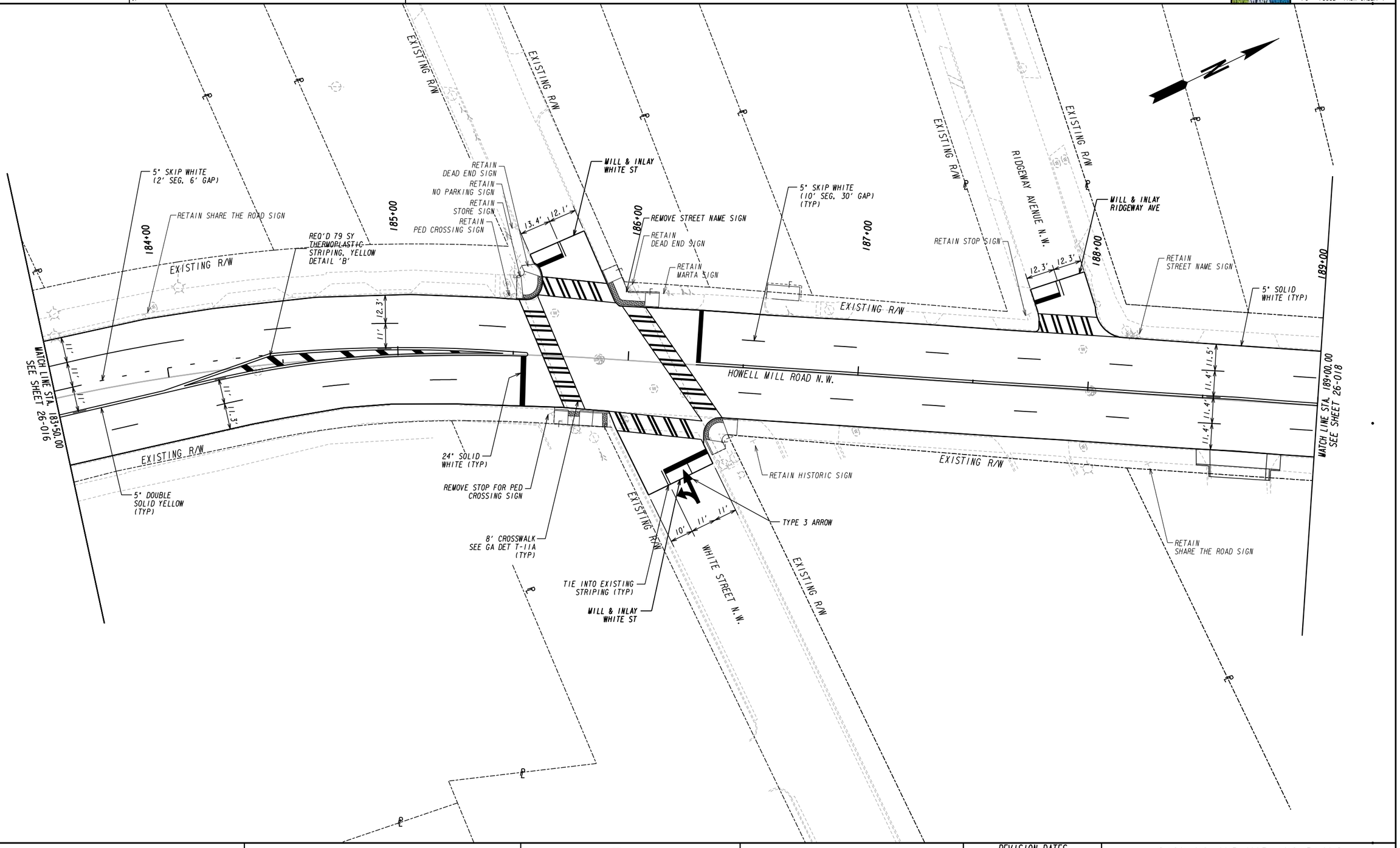
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REVISION DATES

SIGNING AND MARKING PLANS

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VERIFIED:		DATE:		



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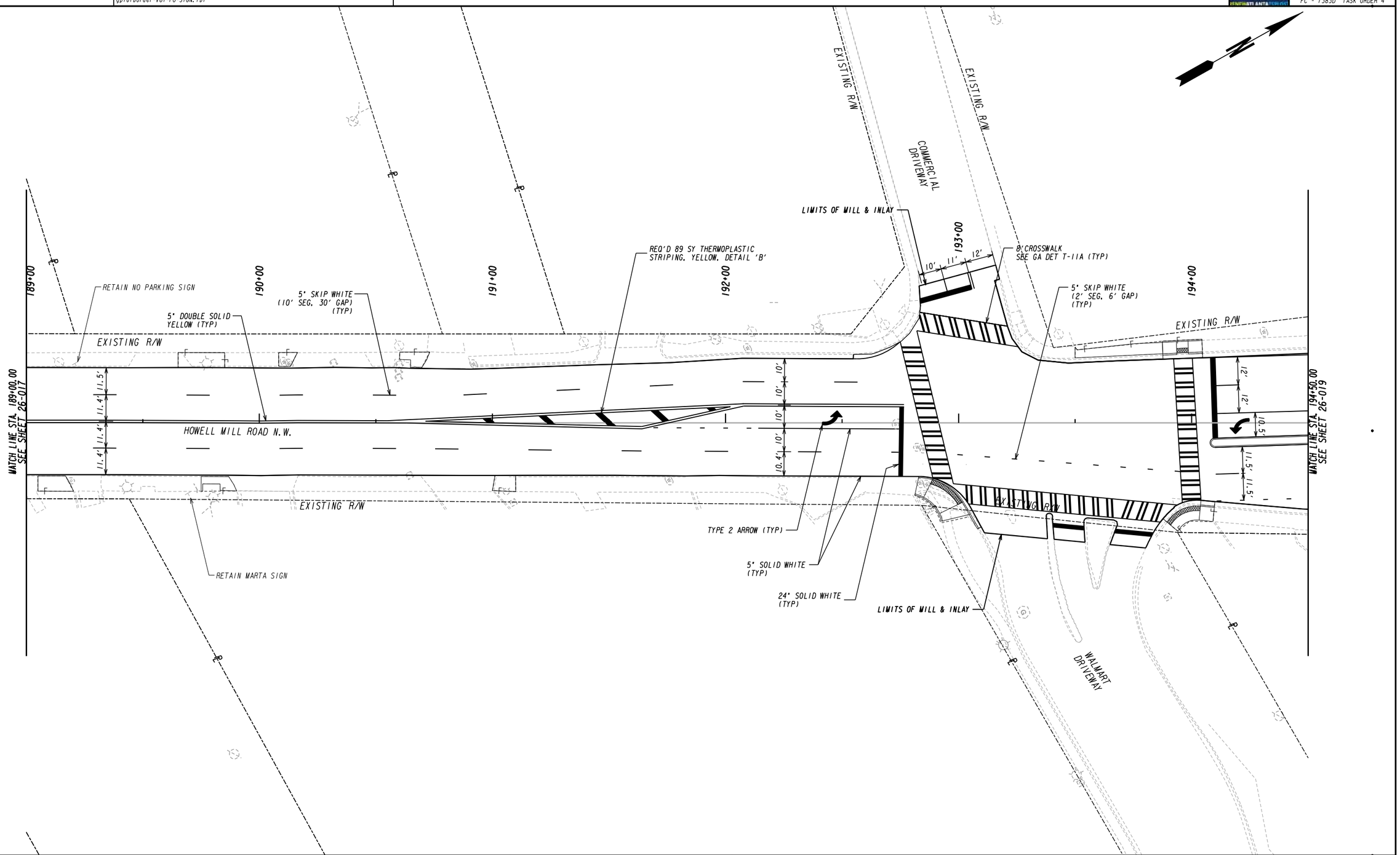
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

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BACKCHECKED:		DATE:		26- 017
CORRECTED:		DATE:		
VERIFIED:		DATE:		



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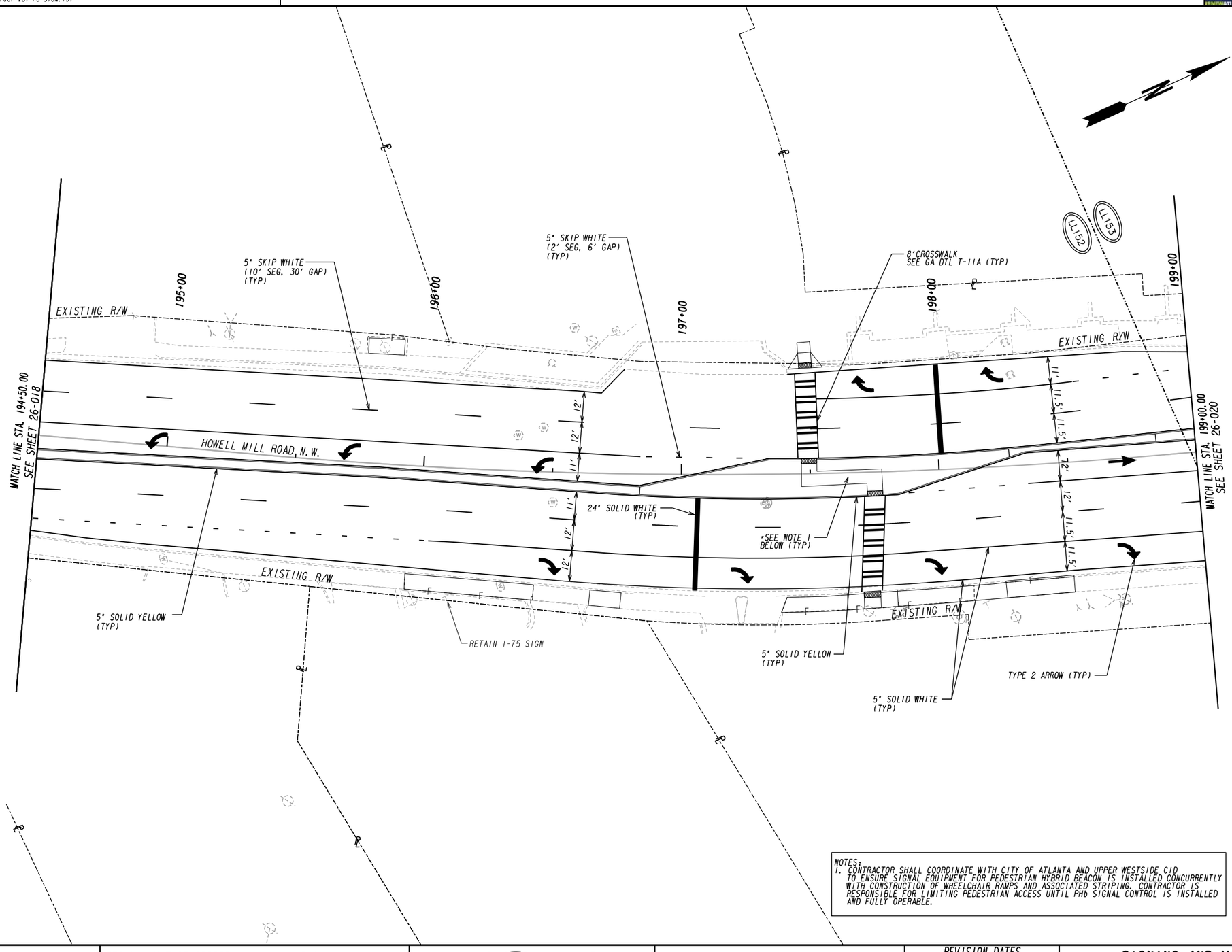
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REVISION DATES

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HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26- 018
CORRECTED:		DATE:		
VERIFIED:		DATE:		



NOTES:
1. CONTRACTOR SHALL COORDINATE WITH CITY OF ATLANTA AND UPPER WESTSIDE CID TO ENSURE SIGNAL EQUIPMENT FOR PEDESTRIAN HYBRID BEACON IS INSTALLED CONCURRENTLY WITH CONSTRUCTION OF WHEELCHAIR RAMPS AND ASSOCIATED STRIPING. CONTRACTOR IS RESPONSIBLE FOR LIMITING PEDESTRIAN ACCESS UNTIL PHb SIGNAL CONTROL IS INSTALLED AND FULLY OPERABLE.

PROPERTY AND EXISTING R/W LINE ------℄------
REQUIRED R/W LINE ————————
CONSTRUCTION LIMITS —C— —F—
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
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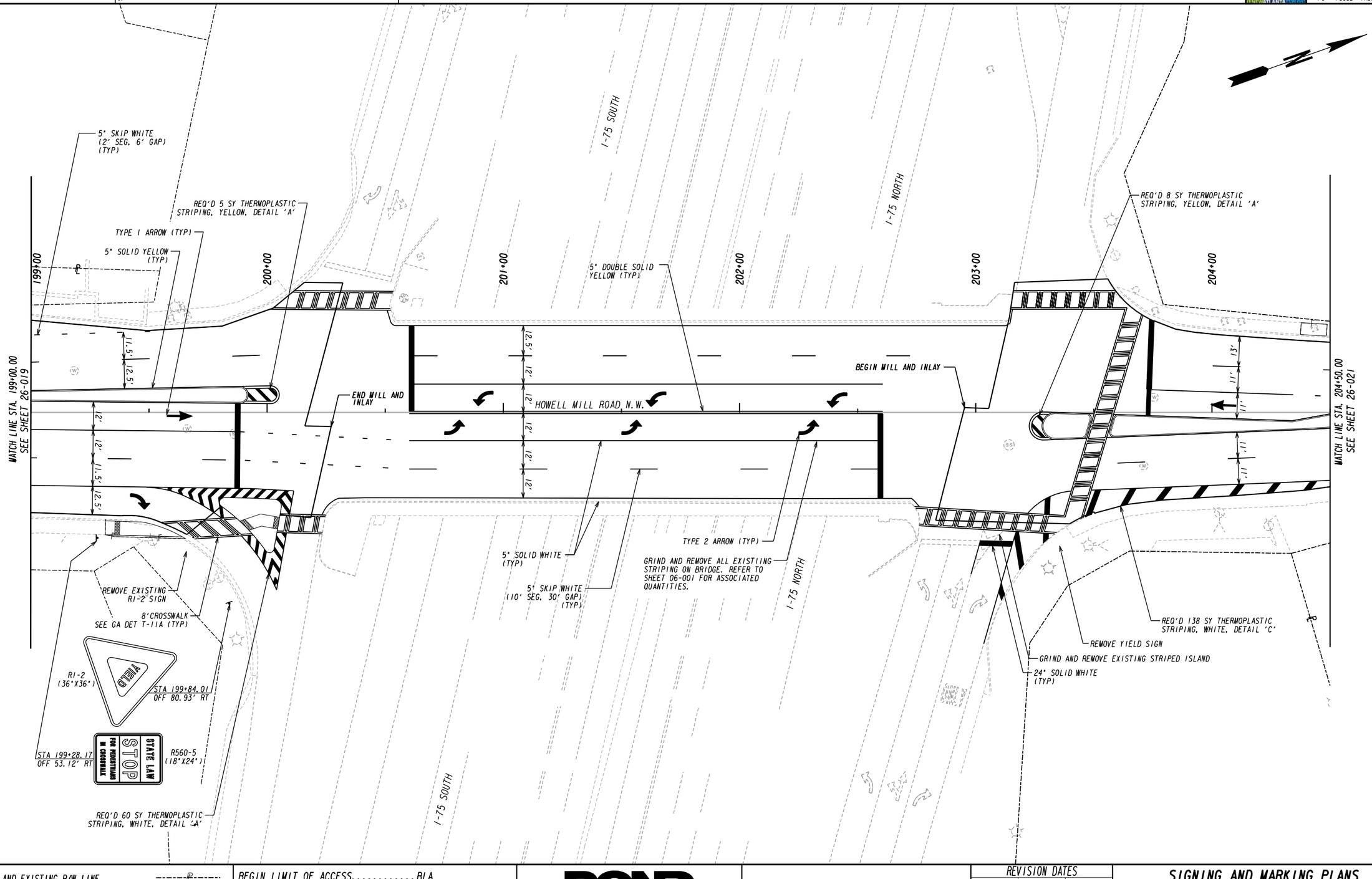
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REVISION DATES

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VERIFIED:		DATE:		



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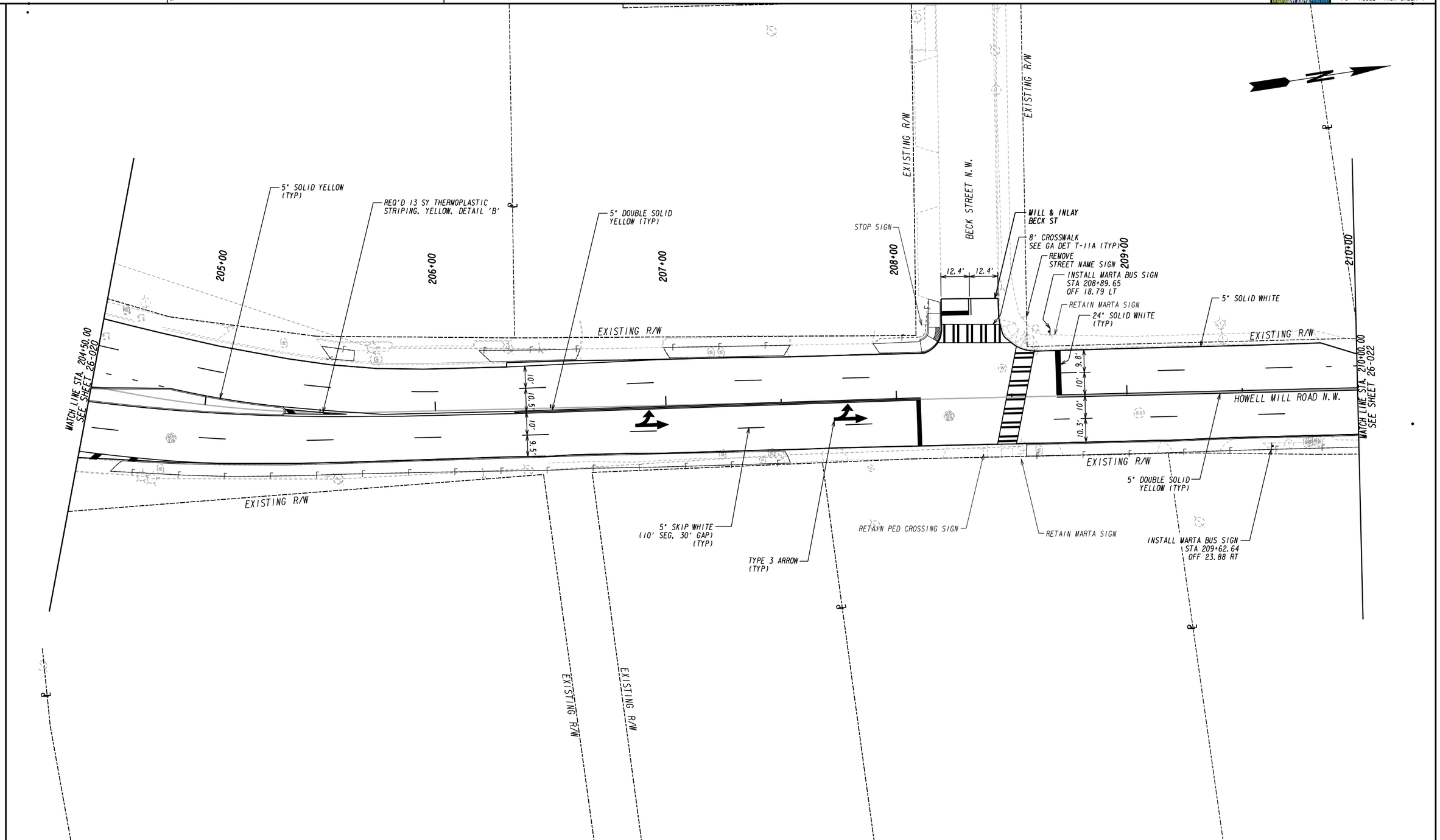
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REVISION DATES

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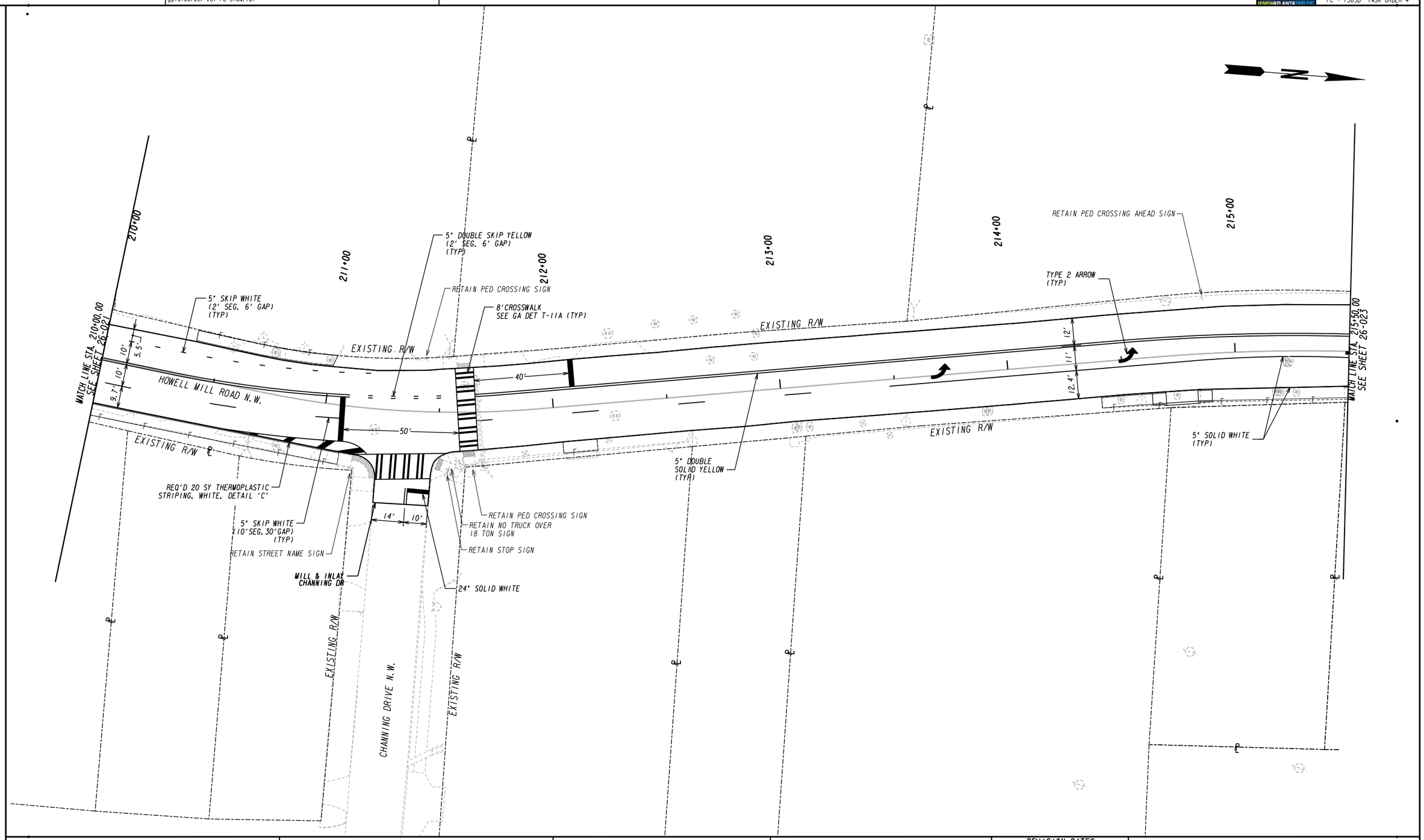
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REVISION DATES

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HOWELL MILL ROAD COMPLETE STREET

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CORRECTED:		DATE:		
VERIFIED:		DATE:		



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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:	
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VERIFIED:		DATE:	

DRAWING No. 26-022

SEE SHEET 26-027

EXISTING R/W

COLLIER ROAD N.W.

EXISTING R/W

MILL & INLAY
COLLIER RD

REMOVE/RELOCATE EXISTING
MARTA BUS STATION

11.5' 9.5' 11'

216+00

217+00

218+00

219+00

220+00

221+00

REMOVE
MARTA SIGN

RETAIN
SHARE THE ROAD SIGN

5" DOUBLE
SOLID YELLOW

END
MILL & INLAY
HOWELL MILL ROAD

5" SKIP WHITE
(2' SEG, 6' GAP)
(TYP)

EXISTING R/W

EXISTING R/W

12.4'

11'

11'

12.4'

11'

11'

10'

HOWELL MILL ROAD N.W.

HOWELL MILL ROAD N.W.

WATCH LINE STA. 215+50.00
SEE SHEET 26-022

WATCH LINE STA. 221+00.00
SEE SHEET 26-024

EXISTING R/W

TYPE 2 ARROW
(TYP)

5" SOLID WHITE
(TYP)

24" SOLID WHITE
(TYP)

10.2' 9.3' 10.2'

RETAIN PARK SIGN

REMOVE
STREET NAME SIGN

RETAIN
SPEED LIMIT SIGN

GRIND AND REMOVE EXISTING
PAVEMENT MARKINGS FROM
STA. 217+66 TO STA. 221+00

8' CROSSWALK
SEE GA DET T-11A
(TYP)

MILL & INLAY
COLLIER RD

RETAIN
NO LEFT TURN SIGN

RETAIN
BIKE LANE SIGN
INSTALL R3-17BP PLAQUE

RETAIN
SIGNAL AHEAD SIGN

RETAIN
MARTA SIGN

EXISTING R/W

COLLIER ROAD N.W.

PROPERTY AND EXISTING R/W LINE
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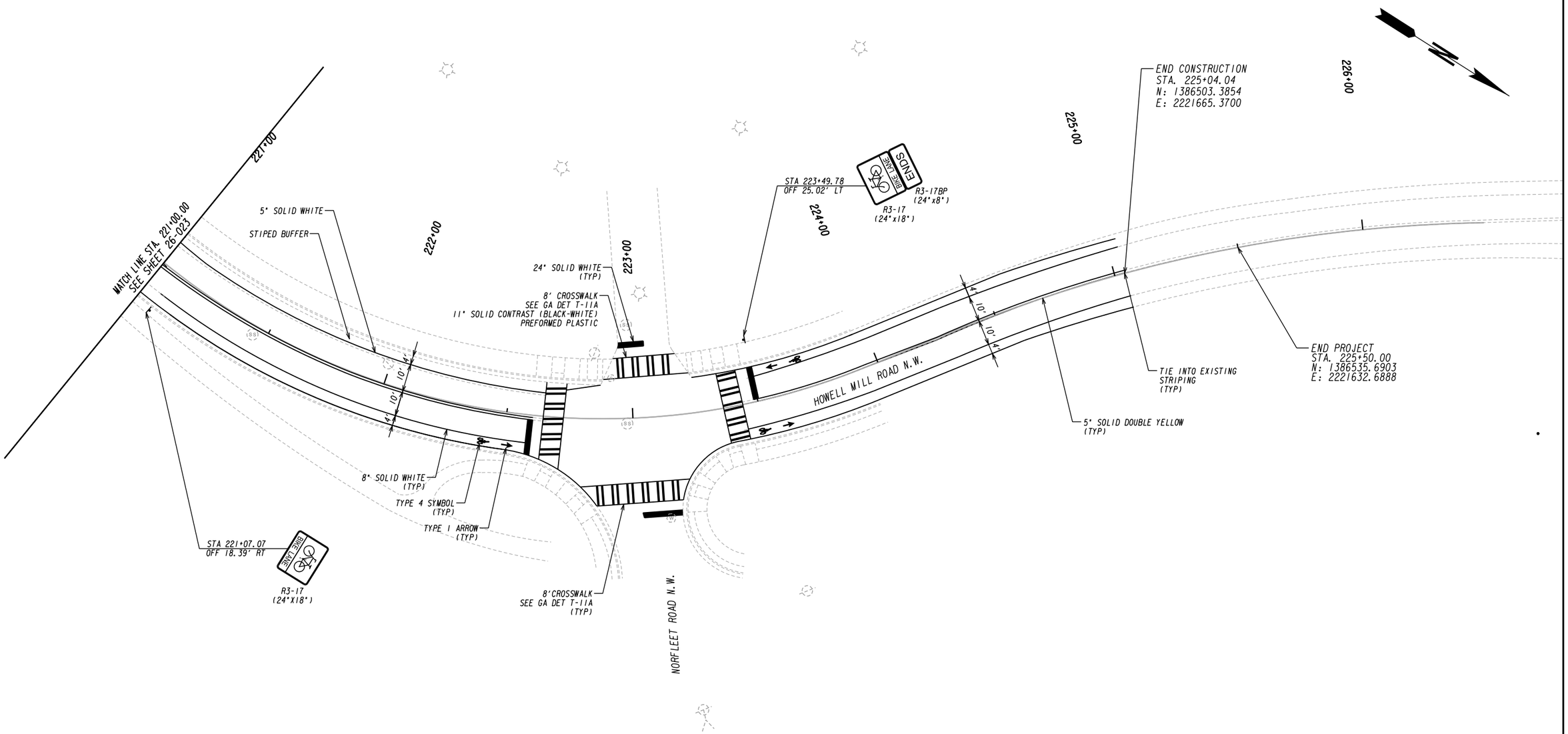
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REVISION DATES

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VERIFIED:		DATE:		



NOTE:

1. ALL STRIPING SHOWN AT THIS INTERSECTION IS ASSUMED TO BE REFRESHED/INSTALLED. THEREFORE, NO MILLING/INLAY NOR ERADICATION OF EXISTING STRIPING WILL BE NEEDED.

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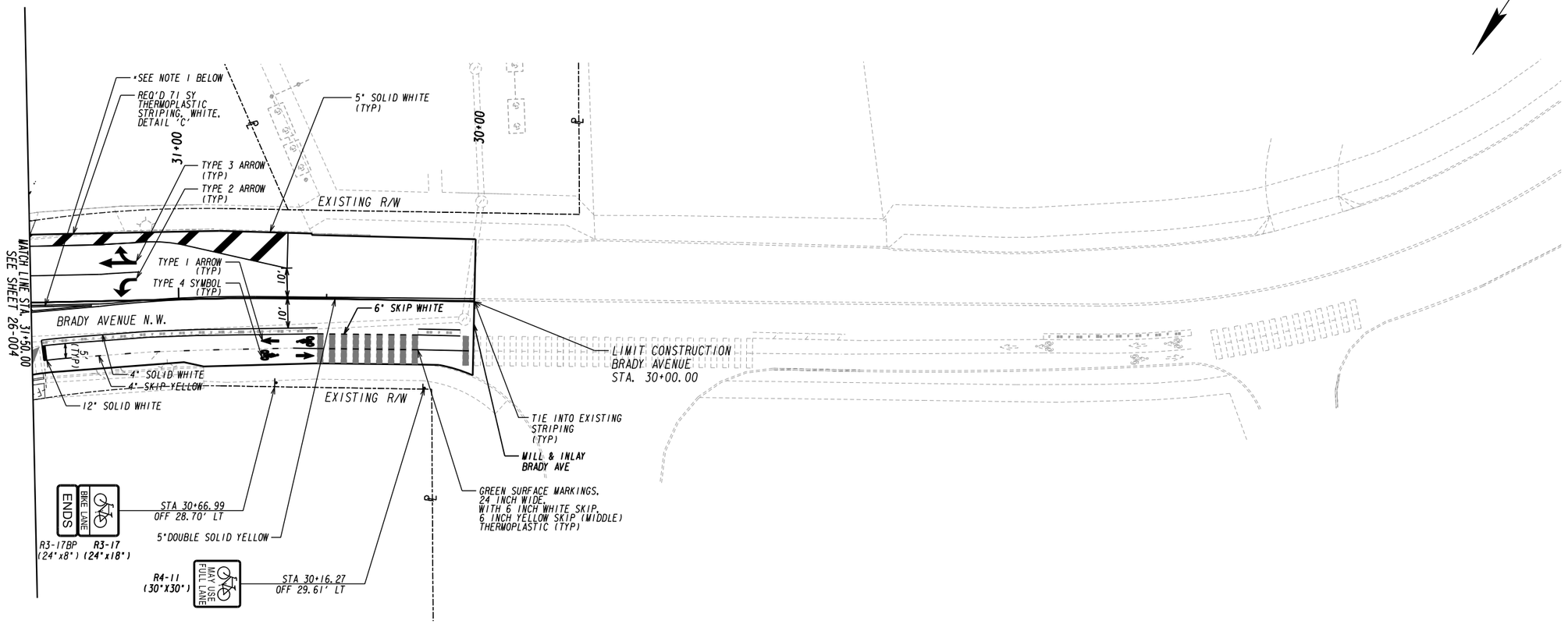
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REVISION DATES

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VERIFIED:		DATE:		



NOTE:

1. RESURFACING FROM STATION 31+30.00 TO LIMITS OF CONSTRUCTION ALONG BRADY AVENUE (30+00.00) SHALL CONSIST OF MATCHING EXISTING PAVEMENT CONDITIONS (I.E. STRIPING, DELINEATORS, ETC). CONTRACTOR SHALL REMOVE AND RESET EXISTING ZICLA-ZIPPERS AND FLEXIBLE DELINEATORS FOR BUFFERED BIKE LANE ALONG THE NORTH SIDE OF BRADY AVENUE.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

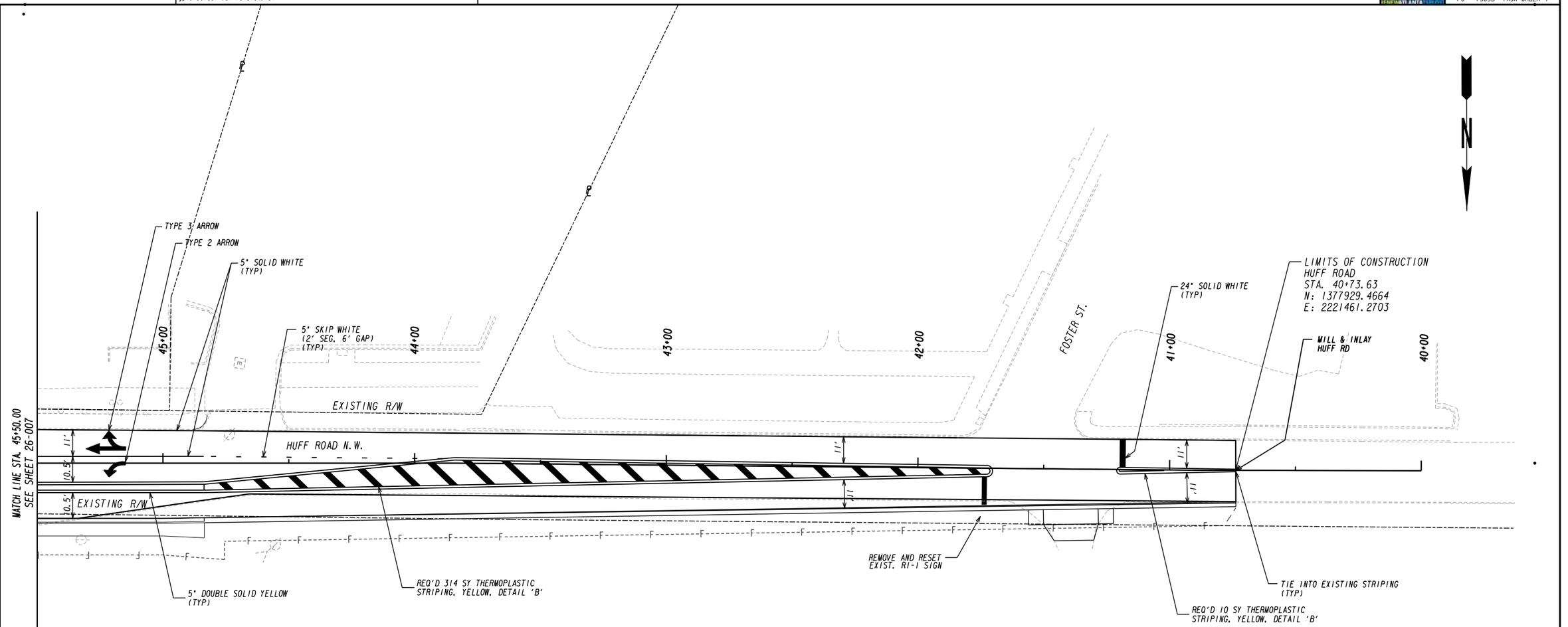
SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-025
CORRECTED:		DATE:		
VERIFIED:		DATE:		



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

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A JOINT VENTURE

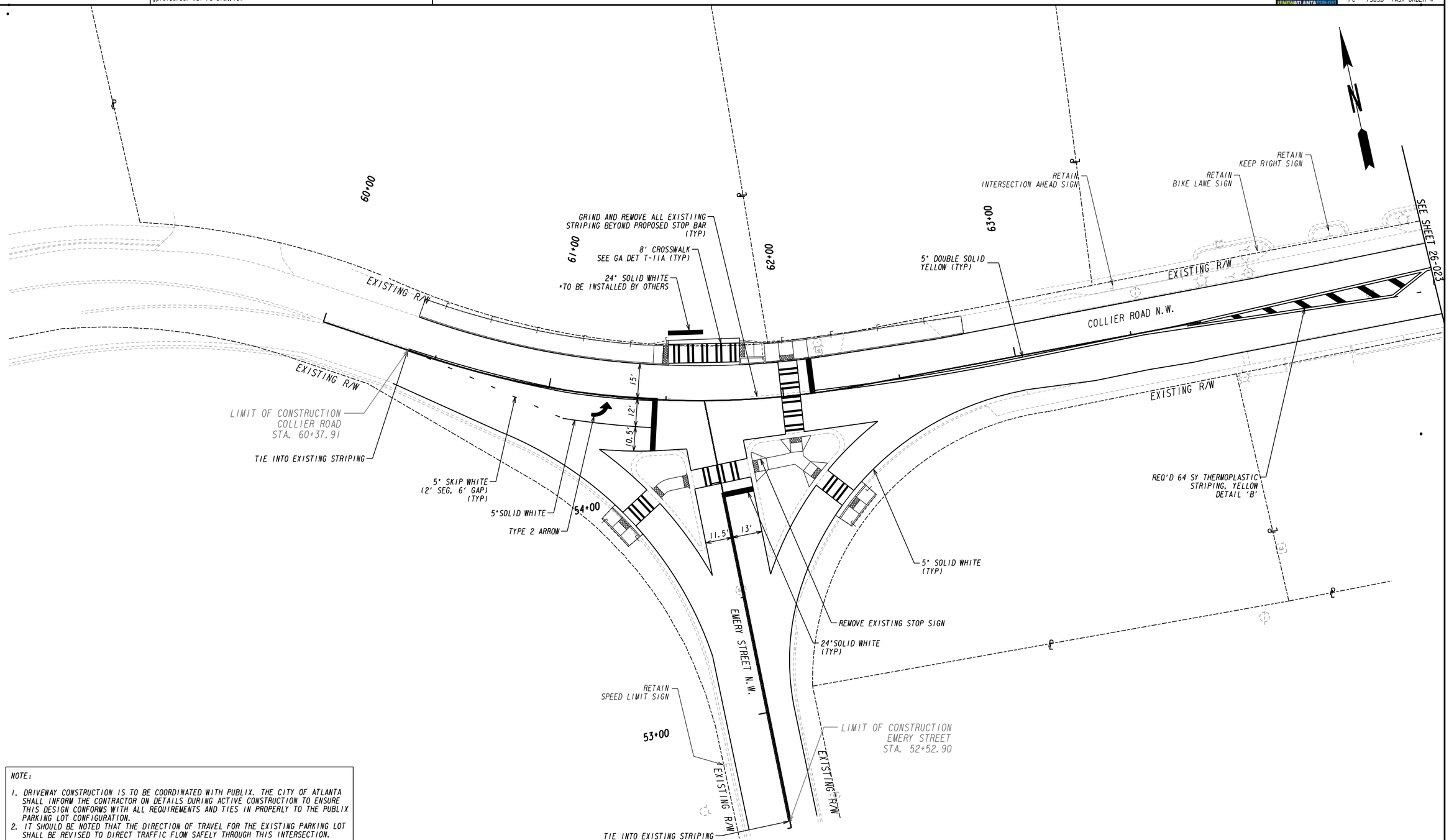
SCALE IN FEET
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REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-026
CORRECTED:		DATE:		
VERIFIED:		DATE:		



NOTE:

1. DRIVEWAY CONSTRUCTION IS TO BE COORDINATED WITH PUBLIX. THE CITY OF ATLANTA SHALL INFORM THE CONTRACTOR ON DETAILS DURING ACTIVE CONSTRUCTION TO ENSURE THIS DESIGN CONFORMS WITH ALL REQUIREMENTS AND TIES IN PROPERLY TO THE PUBLIX PARKING LOT CONFIGURATION.
2. IT SHOULD BE NOTED THAT THE DIRECTION OF TRAVEL FOR THE EXISTING PARKING LOT SHALL BE REVISED TO DIRECT TRAFFIC FLOW SAFELY THROUGH THIS INTERSECTION.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
ESA - ENV. SENSITIVE AREA

POND
Architects ▪ Engineers ▪ Planners
ch2m: | ROHADFOX
A JOINT VENTURE

SCALE IN FEET
0 20 40 80

REVISION DATES

SIGNING AND MARKING PLANS

HOWELL MILL ROAD COMPLETE STREET

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		26-027
CORRECTED:		DATE:		
VERIFIED:		DATE:		

REGIONAL REVIEW FINDING

ATLANTA REGIONAL COMMISSION

Atlanta Regional Commission ● 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 ● ph: 404.463.3100 fax: 404.463.3205 ● atlantaregional.org

DATE: June 5, 2022

TO: Mayor Andre Dickens, City of Atlanta
ATTN TO: Monique Forte, Planner III, City of Atlanta
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals and policies – and impacts it may have on the activities, plans, goals and policies of local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: 1359 Ellsworth DRI 3613
Submitting Local Government: City of Atlanta
Date Opened: May 13, 2022 **Date Closed:** June 5, 2022

Description: A DRI review of a proposal to construct a mixed-use project with 665 multi-family residential units, 13,000 SF of commercial/retail, 12,500 SF of brewery tap-room, and 12,500 SF of brewery manufacturing on a 5 acre previously developed site at 1359 Ellsworth Industrial Boulevard in the city of Atlanta. The project will replace an existing industrial/warehouse building on the site and is adjacent to the recommended future route of the Atlanta Beltline.

Comments:

Key Comments

The project is very highly aligned with applicable Maturing Neighborhoods growth policy recommendations which call for redevelopment that respects existing single-family neighborhoods while adding amenities such as trails, sidewalks, and green space.

The project's reuse of a previously developed site with higher-density mixed-use development is strongly supportive of regional efforts to focus growth in appropriate locations.

The project is projected to generate 3,010 new vehicular trips; its immediate adjacency to a MARTA stop and Beltline segment offer meaningful multi-modal transportation alternatives.

Related sidewalk and bus stop improvements on Ellsworth Industrial Boulevard along with the planned construction of the Atlanta Beltline along the project's northern edge all strongly support the proposed density and uses as well as recent and anticipated nearby development.

Given recent confirmation that the Atlanta Beltline will run along Elaine Street and the northern frontage of the site, care should be taken in accommodating the Beltline segment on the site and in coordinating sidewalk and MARTA bus stop improvements required to provide a Beltline crossing across Ellsworth Industrial Boulevard in the vicinity of the intersection with Elaine Street.

The proposed restoration of Woodall Creek stream buffers would be highly supportive of regional environmental and water-quality goals.

MARTA is supportive of relocating the adjacent bus stop as long as the new stop meets all current requirements and is fully ADA accessible. MARTA also supports the need for a crosswalk across Ellsworth Industrial Boulevard that is accessible from the bus stops on either side of the road.

General Comments

According to the ARC Unified Growth Policy Map (UGPM), part of The Atlanta Region's Plan, the site of this DRI is designated as Maturing Neighborhoods. The Plan provides general information and policy recommendations for Maturing Neighborhoods locations as described at the end of these comments.

Transportation and Mobility Comments

ARC's Transportation and Mobility Group comments are attached.

The project is expected to generate a gross total of 4,982 daily new trips which will be reduced to 3,010 trips given pass-by, alternative mode, and mixed-use reductions. Roadway and sidewalk/bus stop improvements are proposed to accommodate anticipated trips.

A total of 840 structured parking spaces are proposed. No EV charging or bicycle parking spaces appear to be proposed; inclusion of optimal numbers of both would be supportive of regional EV infrastructure development and multi-modal transportation goals.

With the recent designation of Elaine Street and the northern frontage of the site as the recommended route of the Atlanta Beltline, careful consideration should be taken in coordinating sidewalk and MARTA bust stop improvements to accommodate a Beltline crossing across Ellsworth Industrial Boulevard in the vicinity of the intersection with Elaine Street.

The current site plan proposes a 12-foot width for the Woodall Creek PATH trail. Confirmation that the Beltline will be constructed in this location will likely require allocation of a wider space to accommodate the Beltline width.

MARTA provided several comments on the project. The number of the bus stop adjacent to the project is incorrect on the plan; the correct number is 902230. MARTA is supportive of relocating this stop in the general vicinity to accommodate the project as long as the new stop has a 5 ft 8 in clear zone landing pad, is fully ADA accessible, will include a shelter, and is connected to the adjacent sidewalk.

MARTA also considers an appropriate Ellsworth Boulevard pedestrian crossing a key project element to allow southbound riders safe access to the project from the west side of Ellsworth Industrial Boulevard. The southbound stop also provides service to the Midtown MARTA station.

The project is bounded on the south by a private drive and there is no crosswalk across the drive for the sidewalk on the east side of Ellsworth Industrial Boulevard. A safe crosswalk in this location will be required to accommodate pedestrian access from the south of the project.

Care should be taken to ensure that the constructed development provides an interconnected, functional, clearly marked and comfortable pedestrian experience on all driveways, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians. Sidewalk crossings at driveways should maintain a constant elevation with the slope accommodated by the driveway ramp, rather than the whole sidewalk crossing being lowered as part of the curb cut, to clearly demarcate a safe pedestrian route.

ARC Natural Resource Group Comments

ARC Natural Resource Group full comments are attached.

The USGS coverage for the project area as well as the project site plan show an unnamed blue-line stream to the east and northeast of the northeast corner of the project property. The site plan shows a 100-foot buffer from the approximate center line of the stream, which does not reach the project property. However, the City of Atlanta stream buffers are 75 feet in width and measured from the point of wrested vegetation. If any portion of the project property is within the City stream buffers as defined under the City stream buffer ordinance, it will be subject to the requirements of the City ordinance, and the buffer should be shown on the project site plan. If any portion of the project property is within 25 feet of the wrested vegetation on the stream, it will be subject to the State 25-foot State Sediment and Erosion Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance and any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Other Environmental Comments

The exact city and state stream buffer locations for Woodall Creek are not clear on the plans. DCA Form 1 notes that "Woodall Creek is adjacent/to the east. The CoA/State undisturbed buffers today encroach into the existing developed site. This project proposes to remove existing impervious area within the buffers and improve conditions of permanent ground cover on existing site to prevent/reduce existing erosion into

the Creek." Restoration of appropriate stream buffers and vegetation would be highly supportive of regional water quality and environmental protection goals.

The project can further support The Atlanta Region's Plan by incorporating other aspects of regional environmental policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

Unified Growth Policy: Maturing Neighborhoods

Maturing Neighborhoods are characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. This area was mostly built out before 1980. These areas represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.
The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.

The intensity and land use of this project optimally aligns with The Atlanta Region's Plan's recommendations for the Maturing Neighborhoods. The project utilizes previously developed land for new higher-density residential and commercial uses in a manner that can relieve development pressure on nearby single-family neighborhoods. Related sidewalk and bus stop improvements along with the eventual likely completion of the Atlanta Beltline along the project's northern edge all strongly support the proposed density and uses. City of Atlanta leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF ATLANTA
UPPER WEST SIDE CID	BELTLINE ORGANIZATION	

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs



Developments of Regional Impact

DRI Home | Tier Map | Apply | View Submissions | Login

DRI #3613

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the **Rules for the DRI Process** and the **DRI Tiers and Thresholds** for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Monique Forte
Telephone:	470-279-1545
E-mail:	mbforte@atlantaga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	1359 Ellsworth
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	1355 and 1359 Ellsworth Industrial Boulevard, Atlanta, GA
Brief Description of Project:	The proposed redevelopment located on approximately 5 acres along the east side of Ellsworth Industrial Boulevard will consist of approximately 665 multifamily residential units and 30,000 SF of commercial space. The redevelopment will replace an existing warehouse consisting of approximately 116,000 SF.

Development Type:

○ (not selected)	○ Hotels	○ Wastewater Treatment Facilities
○ Office	◉ Mixed Use	○ Petroleum Storage Facilities
○ Commercial	○ Airports	○ Water Supply Intakes/Reservoirs
○ Wholesale & Distribution	○ Attractions & Recreational Facilities	○ Intermodal Terminals
○ Hospitals and Health Care Facilities	○ Post-Secondary Schools	○ Truck Stops
○ Housing	○ Waste Handling Facilities	○ Any other development types
○ Industrial	○ Quarries, Asphalt & Cement Plants	

If other development type, describe:

Project Size (# of units, floor area, etc.):	Approximately 665 multifamily residential units and 30,000 SF of commercial space
Developer:	1359 Ellsworth Industrial Boulevard, LP
Mailing Address:	1180 West Peachtree Street NW, Suite 500
Address 2:	
	City:Atlanta State: GA Zip:30309
Telephone:	(404) 962-8600
Email:	bhautt@streamrealty.com
Is property owner different from developer/applicant?	○ (not selected) ○ Yes ◉ No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	○ (not selected) ◉ Yes ○ No

If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2025 Overall project: 2025

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Developments of Regional Impact

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DRI #3613

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Atlanta
Individual completing form:	Monique Forte
Telephone:	470-279-1545
Email:	mbforte@atlantaga.gov

Project Information

Name of Proposed Project:	1359 Ellsworth
DRI ID Number:	3613
Developer/Applicant:	1359 Ellsworth Industrial Boulevard, LP
Telephone:	(404) 962-8600
Email(s):	bhautt@streamrealty.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected) Yes No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	$368.75M
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$2.99M
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace any existing uses?	(not selected) Yes No

If yes, please describe (including number of units, square feet, etc): 116,206 SF of warehousing will be removed and replaced by proposed redevelopment.

Water Supply

Name of water supply	City of Atlanta

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.36 MGD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project?	(not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site:	City of Atlanta
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.16 MGD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project?	(not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	3,010 Daily, 270 AM Peak Hour, 213 PM Peak Hour
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No

If yes, please describe below:Please see traffic study prepared by Kimley-Horn

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	2,157 tons
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No

If no, describe any plans to expand existing landfill capacity:

Will any hazardous waste be generated by the development?	(not selected) Yes No

If yes, please explain:

Stormwater Management

What percentage of the site is projected to be impervious surface once the	Approximately 73%

proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:City of Atlanta stormwater runoff reduction and detention requirements will be met through an underground stormwater management facility.

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected)	Yes	No
2. Significant groundwater recharge areas?	(not selected)	Yes	No
3. Wetlands?	(not selected)	Yes	No
4. Protected mountains?	(not selected)	Yes	No
5. Protected river corridors?	(not selected)	Yes	No
6. Floodplains?	(not selected)	Yes	No
7. Historic resources?	(not selected)	Yes	No
8. Other environmentally sensitive resources?	(not selected)	Yes	No

If you answered yes to any question above, describe how the identified resource(s) may be affected:
Woodall Creek is adjacent/to the east. The CoA/State undisturbed buffers today encroach into the existing developed site. This project proposed to remove existing impervious area within the buffers and improve conditions of permanent ground cover on existing site to prevent/reduce existing erosion into the creek.

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number	#3613
DRI Title	1359 Ellsworth
County	Fulton County
City (if applicable)	City of Atlanta
Address / Location	East side of Ellsworth Industrial Blvd

Proposed Development Type: The development proposal consists of 665 multifamily residential units, 13,000 sf of commercial/restaurant space, 12,500 sf brewery tap room, and 12,500 sf of brewery manufacturing.

Build Out: 2024

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Aries Little
Copied	Marquitrice Mangham
Date	May 19, 2022

TRAFFIC STUDY

Prepared by	Kimley Horn
Date	May 2, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

There is a list of programmed and planned projects on pages 15 and 16. There are some Atlanta DOT projects referenced under the ARC ID (TIP) column and need to be removed to minimize confusion regarding TIP projects; otherwise, the ARC ID should be referenced.

☐ NO *(provide comments below)*

Click here to provide comments.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

Although the development will not be directly served by Marietta Blvd, a Regional Thoroughfare, the thoroughfare is parallel to Ellsworth Industrial Blvd and easily accessible.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☐ YES *(identify the roadways and existing/proposed access points)*

Although the development will not be directly served by Marietta Blvd, a Regional Truck Route, the thoroughfare is parallel to Ellsworth Industrial Blvd and easily accessible.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest station more than one mile away)*

☐ RAIL SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator / Rail Line

Nearest Station — Click here to enter name of operator and rail line

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity

	☐ Sidewalk and crosswalk network is incomplete
	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☐ Low volume and/or low speed streets provide connectivity
	☐ Route follows high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*
Transit Connectivity	☐ Fixed route transit agency bus service available to rail station
	☐ Private shuttle or circulator available to rail station
	☐ No services available to rail station
	☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*
	Click here to provide comments.

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE *(rail service already exists)*
- ☐ NOT APPLICABLE *(accessing the site by transit is not consistent with the type of development proposed)*
- ☒ NO *(no plans exist to provide rail service in the general vicinity)*
- ☐ YES *(provide additional information on the timeframe of the expansion project below)*
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

Click here to provide comments.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☐ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*

☒ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s) MARTA

Bus Route(s) Route 14

Distance*
- ☒ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☒ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Sidewalks are incomplete and there aren't any crosswalks.

Bicycling Access*
- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide sufficient connectivity
- ☒ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☐ NO

☒ YES

MARTA provides rail and fixed route service in the jurisdiction of the development site.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest path or trail more than one mile away)*

A segment of the Beltline is anticipated to be constructed near the development area. Currently, the alignment is unknown. A future Path Foundation trail, Woodall Rail Trail, is anticipated north of Building A.

☐ YES *(provide additional information below)*

Name of facility: Click here to provide name of facility.

Distance
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☒ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ OTHER *(Please explain)*

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☐ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*
- ☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*
- ☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*
- ☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*
- ☒ OTHER *(Please explain)*

Sidewalks are proposed for the development's frontage. It appears the site plan references internal sidewalks, but the pedestrian crossings are not easily identified on the site plan to access Buildings A and D from the parking deck located at Building C. It is advised to clearly identify pedestrian features on the site plan. Plus, there are no visual pedestrian crosswalks to access the southbound MARTA stop or the proposed bus stop relocation.

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES *(connections to adjacent parcels are planned as part of the development)*
- ☒ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☒ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

If the brewery will be distributing goods, then there should be some consideration of where the truck(s) will be loading and staged in case multiple trucks are on site.

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

It is proposed to relocate MARTA Bus Stop 902230, which the current location is approximately 205ft north of the project site. Was consideration given to the current users at Stop 902230 before the proposal to move the stop to the development? Although it was noted there would be a sidewalk provided, others will still have to access the stop walking in the grass.

As a redevelopment, this would be an opportunity to implement any access management strategies the city may have for the study area.

1359 ELLSWORTH INDUSTRIAL DRI
City of Atlanta
Natural Resources Group Review Comments
May 19, 2022

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified County and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection
The project property is located in the Peachtree Creek Watershed, which in turn is within the Chattahoochee River Watershed. Peachtree Creek's confluence with the Chattahoochee River is downstream of the existing public water supply intakes on the Chattahoochee. However, proposed intakes in South Fulton and Coweta County would include this portion of the Chattahoochee River watershed as a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of the nearest proposed public water supply intake on the Chattahoochee.

Stream Buffers
The USGS coverage for the project area as well as the project site plan show an unnamed blue-line stream to the east and northeast of the northeast corner of the project property. The site plan shows a 100-foot buffer from the approximate center line of the stream, which does not reach the project property. However, the City of Atlanta stream buffers are 75 feet in width and measured from the point of wrested vegetation. If any portion of the project property is within the City stream buffers as defined under the City stream buffer ordinance, it will be subject to the requirements of the City ordinance, and the buffer should be shown on the project site plan. If any portion of the project property is within 25 feet of the wrested vegetation on the stream, it will be subject to the State 25-foot State Sediment and Erosion Control buffer. Any unmapped streams on the property may also be subject to the City buffer ordinance and any unmapped State waters identified on the property may also be subject to the State 25-foot Sediment and Erosion Control buffer.

Stormwater/Water Quality
The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

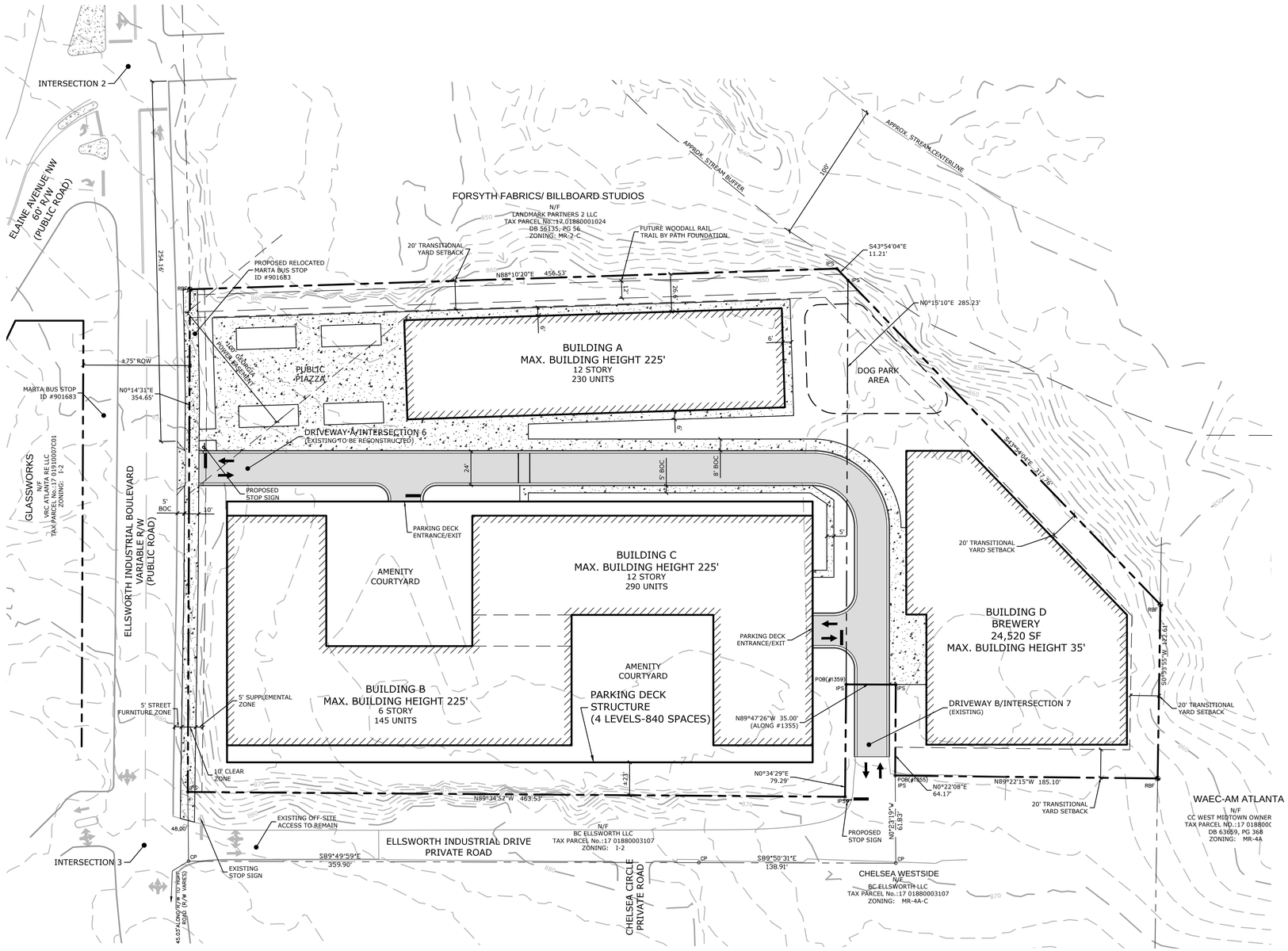
SITE DATA

TOTAL SITE AREA	5.019 ACRES
NET LOT AREA (NLA)	218,621 SF
GROSS LOT AREA (GLA)	229,561 SF
EXISTING ZONING	I-2 (HEAVY INDUSTRIAL) BELTLINE OVERLAY
PROPOSED ZONING	MRC-3 (MIXED RESIDENTIAL COMMERCIAL) BELTLINE OVERLAY
PROPOSED USE	MULTI-FAMILY/COMMERCIAL
PROPOSED BUILDINGS	682,400 SF
COMMERCIAL (BUILDINGS A, B, C)	13,000 SF
BREWERY (BUILDING D)	24,520 SF
TAP ROOM	12,260 SF
MANUFACTURING	12,260 SF

MULTI-FAMILY (BUILDINGS A, B, C)	
MAXIMUM BUILDING AREA	644,880 GSF
MAXIMUM BUILDING HEIGHT	225'-0"
MAXIMUM RESIDENTIAL UNITS	665
RESIDENTIAL FLOOR AREA RATIO (FAR)	
MAX ALLOWED	699,587 SF (3.2 x NLA)
PROVIDED	644,880 SF (2.95 x NLA)
BUILDING COVERAGE	
MAX ALLOWED	85% NLA
NOT TO EXCEED	85% NLA
OPEN SPACE REQUIREMENTS	124,614 SF
RESIDENTIAL USES	0.57 x NLA (PER TABLE I)
OPEN SPACE PROVIDED	SHALL MEET REQUIREMENTS

MINIMUM PARKING REQUIRED PER CODE	443 SPACES
RESIDENTIAL USE (PER TABLE I)	366 SPACES (0.55 x UNIT)
COMMERCIAL	22 SPACES (1/600 SF)
EATING/DRINKING >60% ALCOHOL SALES	55 SPACES (1/450 SF)
SHARED PARKING PROVIDED (4-LEVEL PARKING DECK)*	840 SPACES
LOADING SPACES REQUIRED	3 - 12'x35' SPACE
LOADING SPACES PROVIDED (INSIDE PARKING STRUCTURE)	3 SPACES

* NOTE: PROVIDED PARKING WILL NOT EXCEED MAXIMUM ALLOWABLE PARKING PER BELTLINE OVERLAY REQUIREMENTS.



LOCATION MAP



PROJECT CONTACTS

OWNER/CLIENT
STREAM REALTY ACQUISITIONS, LLC
1180 WEST PEACHTREE STREET NW, SUITE 500
ATLANTA, GA 30329
CONTACT: BEN HAUTT
PHONE: 404.962.8601
EMAIL: bhautt@streamrealty.com

CIVIL ENGINEER
GENESIS ENGINEERING COLLABORATIVE
1325 SATELLITE BLVD NW, SUITE 202
SUWANEE, GA 30024
CONTACT: JENNIFER LOSURDO, PE
PHONE: 470.375.2001
EMAIL: Jennifer.Losurdo@genesiseng.net

TRAFFIC ENGINEER
KIMLEY-HORN
817 W. PEACHTREE STREET, SUITE 601
ATLANTA, GA 30308
CONTACT: ANA EISENMAN, PE
PHONE: 404.201.6155
EMAIL: ana.eisenman@kimley-horn.com

SITE LEGEND

- PROPOSED CURB & GUTTER
- REVERSED PITCH CURB & GUTTER
- PROPERTY LINE
- ADJOINING LOT LINE
- FENCING
- EXISTING RETAINING WALL
- PROPOSED RETAINING WALL
- TRAFFIC FLOW
- STRIPING
- HEAVY DUTY ASPHALT PAVEMENT
- CONCRETE
- STANDARD DUTY ASPHALT PAVEMENT
- EXISTING FEATURES SCREENED

811 Know what's below. Call before you dig.

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

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470.375.2001
www.genesiseng.net

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1359 ELLSWORTH REDEVELOPMENT - DRI #3613
1359 & 1355 ELLSWORTH INDUSTRIAL DRIVE
CITY OF ATLANTA, GEORGIA

CLIENT:
STREAM REALTY ACQUISITIONS, LLC
1180 WEST PEACHTREE STREET NW, SUITE 500
ATLANTA, GEORGIA 30329

REVISIONS

PROJECT NUMBER:
21-133

DATE:
05/02/2022

DRI
SITE PLAN

DRI-1

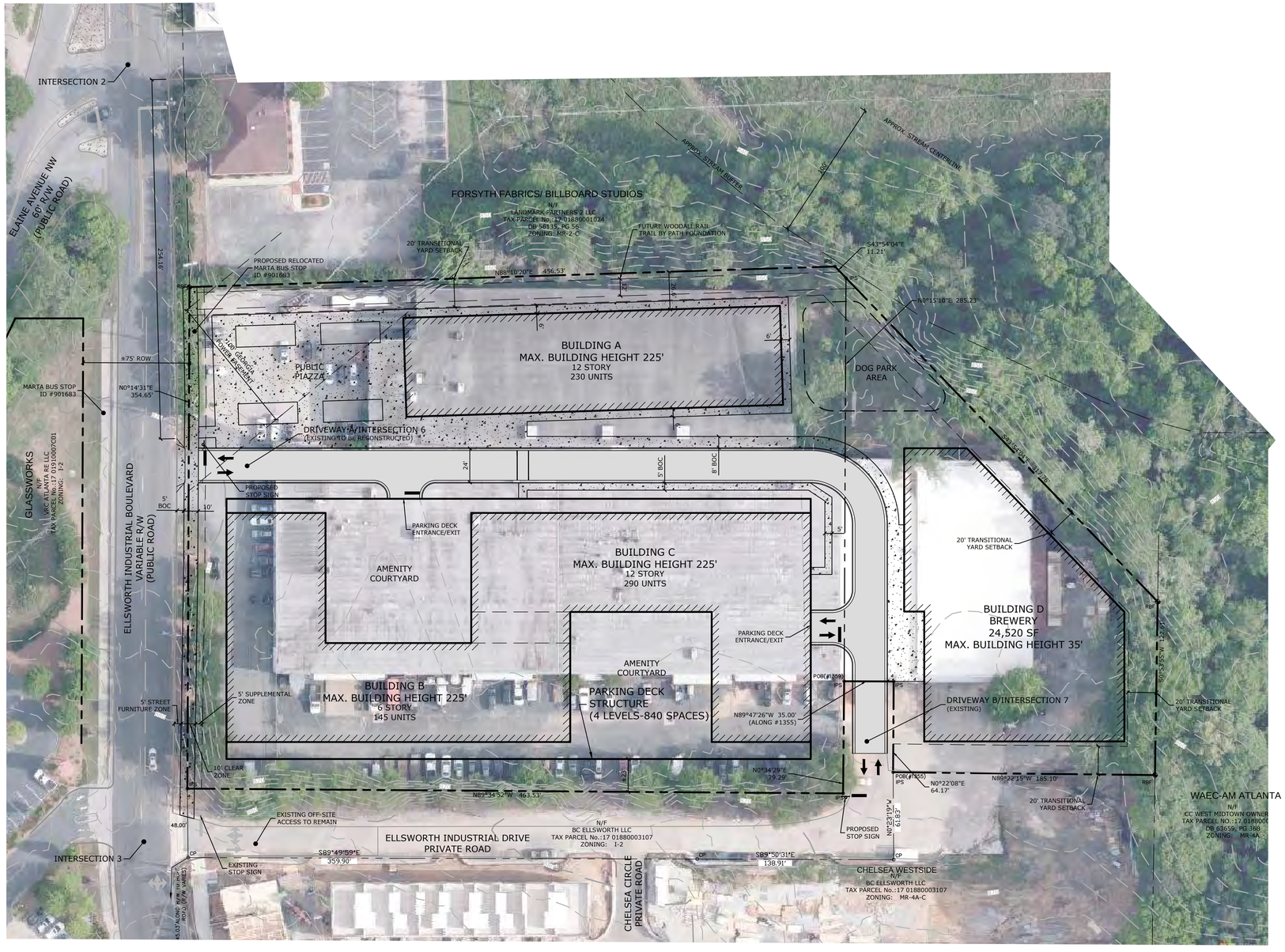
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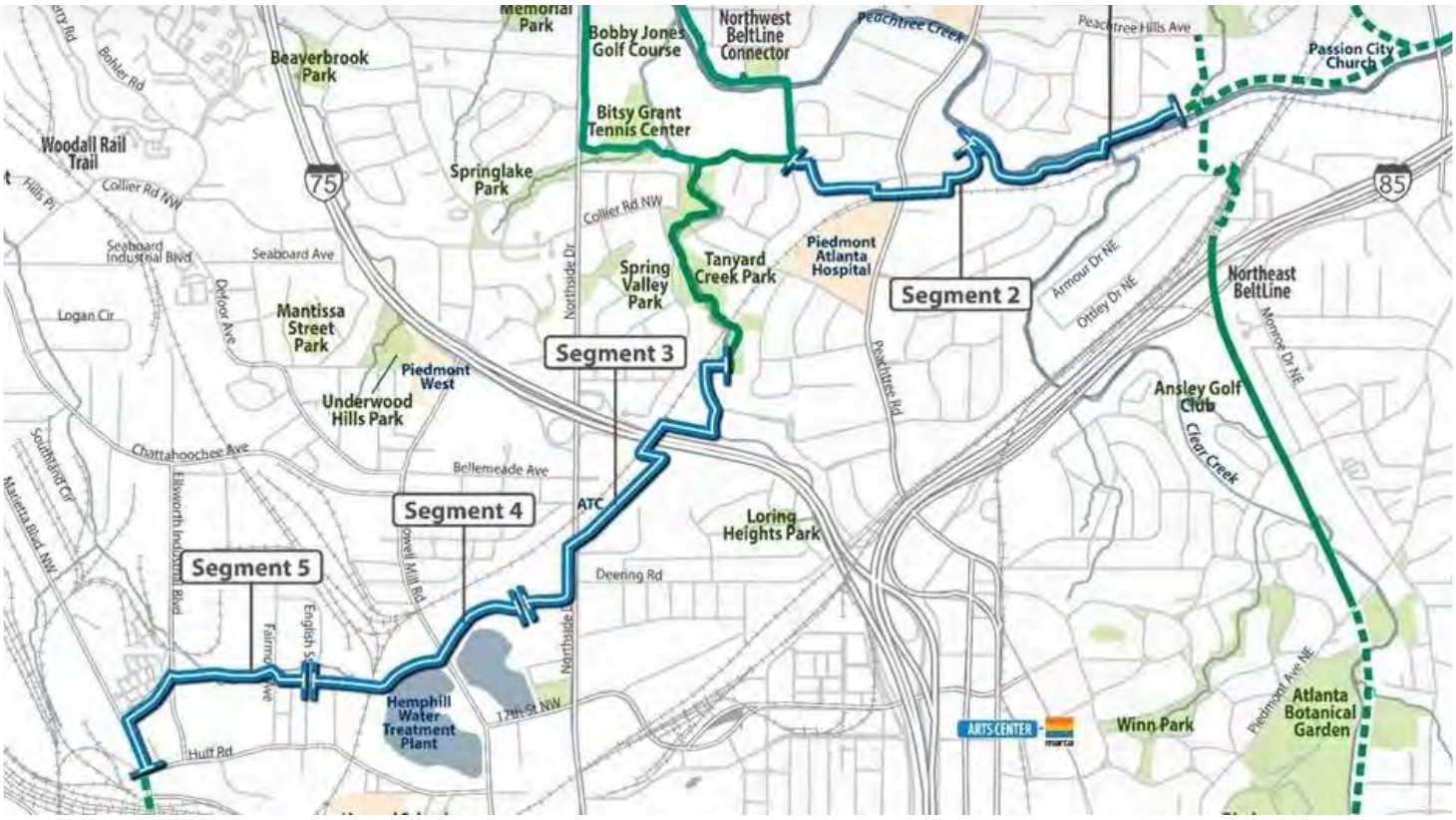
DESIGN & CONSTRUCTION

Northwest Trail-Segment 5



This trail section begins at the intersection of Marietta Boulevard and Huff Road and travels 0.7 miles to Ellsworth Industrial and English Street. The project will involve building Beltline trail outside of the railroad corridor. The trail corridor follows the east side of Elaine Avenue, NW and crosses over Ellsworth Industrial Avenue, where a greenway trail starts from Ellsworth Industrial to English Street. The intersection of Ellsworth Industrial and Elaine Avenue, NW is proposed to become a three-way stop for vehicular traffic.

This segment is currently closed for construction. Trespassing on active construction sites is prohibited.



The full Northwest Trail will run for 4.3 miles from the terminus of the Westside Trail to the beginning of the Northeast Trail.

← 01 03 →

Project Status

This project is under construction and the contractor is completing survey work, to be followed by clearing and grubbing in the next 2-3 weeks.

APPENDIX C

EXISTING ZONING MAP


Lots with Multiple Zoning Types
Rezoning Cases
Zoning Layer
ZONINGCODE
Commercial
Fulton County Residential
Historic
Industrial
Landmark District
Live Work
Multi-Family Residential
Neighborhood Commercial District
Office-Institutional
C-1,I-1
I-1,I-2
UWCID Boundary
Upper Westside OLY
Chattahoochee Ave NW
Old Chattahoochee Ave NW
Ellsworth Industrial Blvd NW
Huber St NW
Bowen St NW
Morris St NW
Taylor St NW
DeFoor Ave NW
DeFoor Cir NW

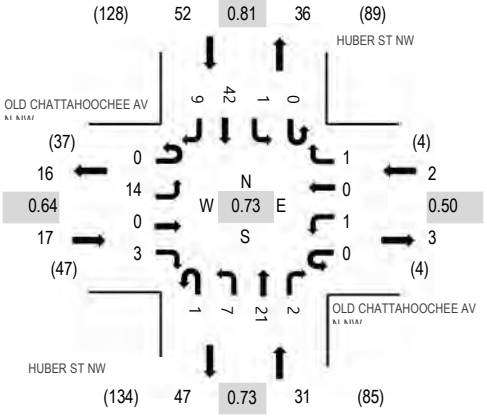
APPENDIX D

TURNING MOVEMENT DATA

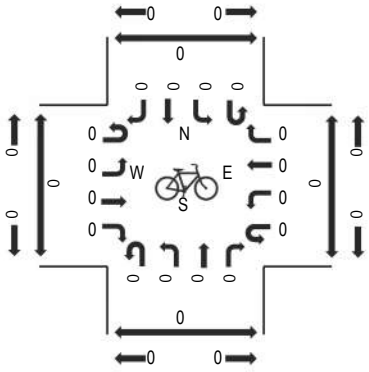
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HUBER ST NW & OLD CHATTAHOOCHEE AVN NW AM
Date: Tuesday, April 1, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

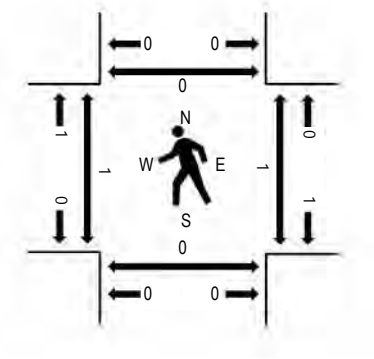
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CHATTAHOOCHEE AVN NW Eastbound				OLD CHATTAHOOCHEE AVN NW Westbound				HUBER ST NW Northbound				HUBER ST NW 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
6:00 AM	0	3	0	3	0	0	0	0	0	0	3	0	0	0	7	1	17	83	0	0	0	0
6:15 AM	0	2	0	1	0	0	0	0	0	1	10	0	0	0	9	0	23	90	0	0	0	0
6:30 AM	0	0	0	1	0	0	0	0	0	0	6	0	0	0	13	2	22	82	0	0	0	0
6:45 AM	0	2	0	5	0	0	0	0	0	2	2	0	0	0	10	0	21	75	0	1	1	1
7:00 AM	0	1	0	1	0	0	0	0	0	3	8	0	0	0	10	1	24	80	0	0	0	0
7:15 AM	0	2	0	0	0	0	0	0	0	3	4	0	0	0	4	2	15	74	0	0	0	0
7:30 AM	0	3	0	2	0	0	0	0	0	1	4	0	0	0	5	0	15	82	0	0	0	0
7:45 AM	0	2	0	1	0	0	0	0	0	3	5	1	0	0	13	1	26	102	0	0	0	0
8:00 AM	0	2	0	0	0	0	0	0	0	1	3	0	0	0	8	4	18	101	0	1	0	0
8:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	1	13	2	23		0	0	0	0
8:30 AM	0	4	0	1	0	1	0	1	1	3	13	1	0	0	8	2	35		1	0	0	0
8:45 AM	0	1	0	3	0	2	0	0	0	4	2	1	0	0	11	1	25		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	1	2
Lights	0	13	0	2	0	1	0	1	1	4	14	2	0	1	34	8	81
Mediums	0	1	0	1	0	0	0	0	0	3	6	0	0	0	8	0	19
Total	0	14	0	3	0	1	0	1	1	7	21	2	0	1	42	9	102

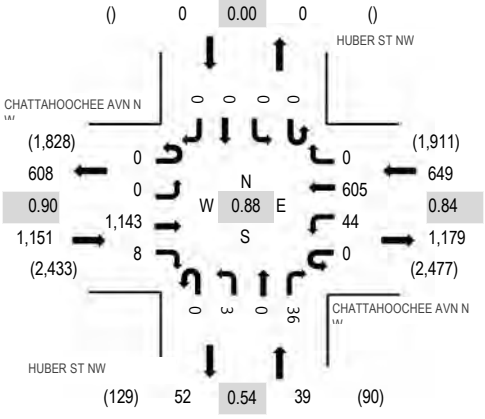
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		11.8%				0.0%				32.3%				17.3%			20.6%
Heavy Vehicle %	0.0%	7.1%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	42.9%	33.3%	0.0%	0.0%	0.0%	19.0%	11.1%	20.6%
Peak Hour Factor		0.64				0.50				0.73				0.81			0.73
Peak Hour Factor	0.00	0.58	0.00	0.50	0.00	0.38	0.00	0.25	0.25	0.83	0.65	0.50	0.00	0.25	0.81	0.56	0.73

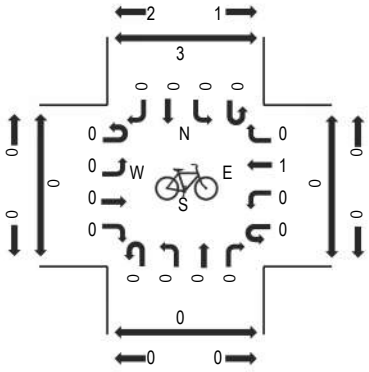
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Date: Tuesday, April 1, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

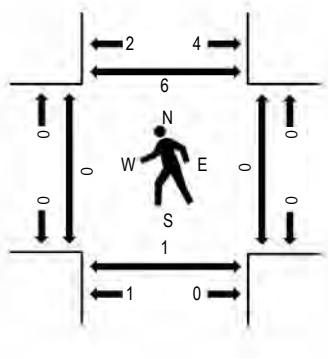
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				HUBER ST NW Northbound				HUBER ST NW 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
6:00 AM	0	0	85	3	0	6	122	0	0	1	0	5	0	0	0	0	222	1,119	0	0	0	0
6:15 AM	0	0	108	3	0	4	161	0	0	1	0	11	0	0	0	0	288	1,215	0	0	1	1
6:30 AM	0	0	123	5	0	10	165	0	0	2	0	4	0	0	0	0	309	1,250	0	0	0	0
6:45 AM	0	0	131	4	0	7	154	0	0	0	0	4	0	0	0	0	300	1,347	0	1	0	0
7:00 AM	0	0	161	4	0	6	138	0	0	2	0	7	0	0	0	0	318	1,486	0	0	0	0
7:15 AM	0	0	179	0	0	8	130	0	0	1	0	5	0	0	0	0	323	1,572	0	0	1	0
7:30 AM	0	0	255	1	0	4	141	0	0	1	0	4	0	0	0	0	406	1,724	0	0	0	0
7:45 AM	0	0	263	2	0	12	154	0	0	1	0	7	0	0	0	0	439	1,839	0	0	0	0
8:00 AM	0	0	258	4	0	8	129	0	0	1	0	4	0	0	0	0	404	1,829	0	0	1	4
8:15 AM	0	0	303	2	0	15	147	0	0	0	0	8	0	0	0	0	475		0	0	0	0
8:30 AM	0	0	319	0	0	9	175	0	0	1	0	17	0	0	0	0	521		0	0	0	2
8:45 AM	0	0	214	6	0	6	200	0	0	1	0	2	0	0	0	0	429		0	0	0	3

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	24	1	0	0	10	0	0	0	0	1	0	0	0	0	36
Lights	0	0	1,073	7	0	36	580	0	0	2	0	28	0	0	0	0	1,726
Mediums	0	0	46	0	0	8	15	0	0	1	0	7	0	0	0	0	77
Total	0	0	1,143	8	0	44	605	0	0	3	0	36	0	0	0	0	1,839

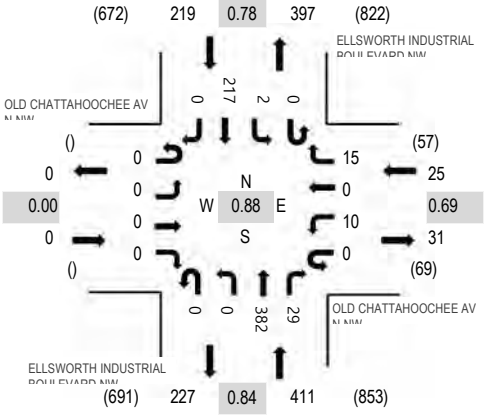
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		6.2%				5.1%				23.1%				0.0%			6.1%
Heavy Vehicle %	0.0%	0.0%	6.1%	12.5%	0.0%	18.2%	4.1%	0.0%	0.0%	33.3%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	6.1%
Peak Hour Factor		0.90				0.84				0.54				0.00			0.88
Peak Hour Factor	0.00	0.00	0.90	0.80	0.00	0.73	0.81	0.00	0.00	0.63	0.00	0.53	0.00	0.00	0.00	0.00	0.88

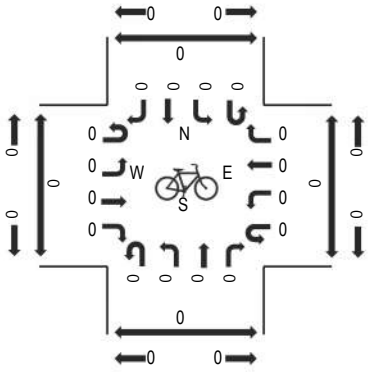
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 ELLSWORTH INDUSTRIAL BOULEVARD NW & OLD CHATTAHOOCHEE AVN NW A
Date: Tuesday, April 1, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

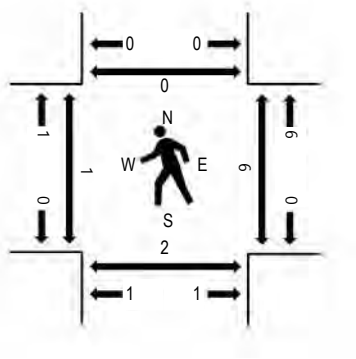
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CHATTAHOOCHEE AVN NW Eastbound				OLD CHATTAHOOCHEE AVN NW Westbound				ELLSWORTH INDUSTRIAL BOULEVARD NW Northbound				ELLSWORTH INDUSTRIAL BOULEVARD NW 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
6:00 AM	0	0	0	0	0	2	0	1	0	0	23	7	0	3	45	0	81	421	0	0	0	0
6:15 AM	0	0	0	0	0	3	0	1	0	0	36	2	0	1	82	0	125	452	0	1	0	0
6:30 AM	0	0	0	0	0	5	0	2	0	0	36	2	0	5	70	0	120	445	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	41	2	0	1	50	0	95	455	0	1	2	0
7:00 AM	0	0	0	0	0	3	0	3	0	0	52	4	0	0	50	0	112	506	2	0	0	0
7:15 AM	0	0	0	0	0	2	0	2	0	0	63	2	0	0	49	0	118	522	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	0	0	0	74	5	0	2	47	0	130	583	0	5	0	0
7:45 AM	0	0	0	0	0	5	0	0	0	0	91	2	0	0	48	0	146	639	0	0	0	0
8:00 AM	0	0	0	0	0	3	0	2	0	0	81	5	0	0	37	0	128	655	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	2	0	0	112	13	0	0	51	0	179		1	5	2	0
8:30 AM	0	0	0	0	0	2	0	6	0	0	106	10	0	1	61	0	186		0	0	0	0
8:45 AM	0	0	0	0	0	4	0	5	0	0	83	1	0	1	68	0	162		0	1	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	0	0	0	3	0	6
Lights	0	0	0	0	0	9	0	13	0	0	367	28	0	2	206	0	625
Mediums	0	0	0	0	0	1	0	2	0	0	12	1	0	0	8	0	24
Total	0	0	0	0	0	10	0	15	0	0	382	29	0	2	217	0	655

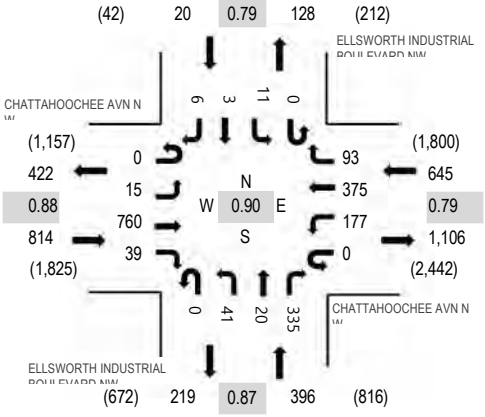
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		0.0%				12.0%				3.9%				5.0%			4.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	13.3%	0.0%	0.0%	3.9%	3.4%	0.0%	0.0%	5.1%	0.0%	4.6%
Peak Hour Factor		0.00				0.69				0.84				0.78			0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.60	0.00	0.63	0.00	0.00	0.87	0.58	0.00	0.50	0.77	0.00	0.88

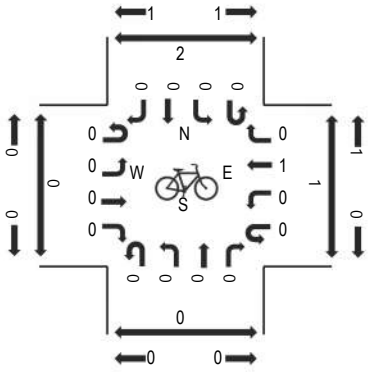
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 ELLSWORTH INDUSTRIAL BOULEVARD NW & CHATTAHOOCHEE AVN NW AM
Date: Tuesday, April 1, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

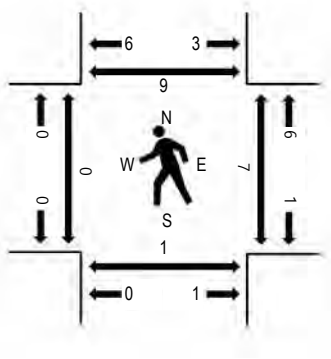
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				ELLSWORTH INDUSTRIAL BOULEVARD NW Northbound				ELLSWORTH INDUSTRIAL BOULEVARD NW 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
6:00 AM	0	0	63	4	0	42	67	6	0	2	1	20	0	2	2	0	209	1,117	1	0	0	0
6:15 AM	0	0	80	4	0	78	83	4	0	5	1	27	0	4	1	0	287	1,226	0	1	0	1
6:30 AM	0	2	96	11	0	64	96	4	0	5	1	32	0	0	1	0	312	1,276	0	0	1	0
6:45 AM	0	3	103	4	0	45	101	11	0	3	1	36	0	0	1	1	309	1,374	0	0	0	0
7:00 AM	0	2	113	8	0	41	87	6	0	7	2	48	0	3	1	0	318	1,491	0	0	0	0
7:15 AM	0	0	137	4	0	44	81	9	0	4	1	57	0	0	0	0	337	1,571	0	0	0	0
7:30 AM	0	1	188	7	0	42	86	9	0	4	2	69	0	1	0	1	410	1,721	1	5	1	4
7:45 AM	0	2	173	6	0	43	92	14	0	10	2	80	0	4	0	0	426	1,833	0	1	0	0
8:00 AM	0	1	181	3	0	34	71	21	0	7	0	73	0	3	1	3	398	1,875	0	0	0	1
8:15 AM	0	4	207	11	0	37	85	22	0	11	9	94	0	3	2	2	487		0	5	1	4
8:30 AM	0	2	220	13	0	49	100	22	0	10	6	96	0	3	0	1	522		0	0	0	0
8:45 AM	0	8	152	12	0	57	119	28	0	13	5	72	0	2	0	0	468		0	2	0	4

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	18	0	0	3	9	0	0	0	0	3	0	0	0	0	33
Lights	0	14	706	35	0	170	357	93	0	37	20	323	0	11	3	4	1,773
Mediums	0	1	36	4	0	4	9	0	0	4	0	9	0	0	0	2	69
Total	0	15	760	39	0	177	375	93	0	41	20	335	0	11	3	6	1,875

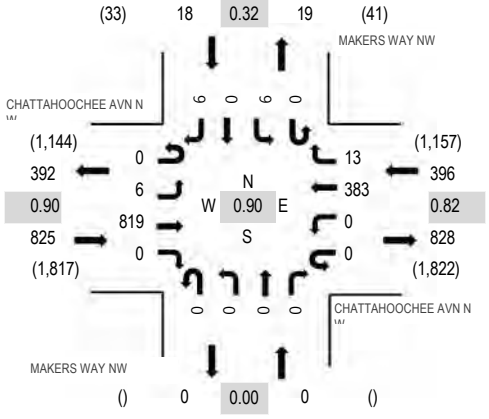
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		7.2%				3.9%				4.0%				10.0%			5.4%
Heavy Vehicle %	0.0%	6.7%	7.1%	10.3%	0.0%	4.0%	4.8%	0.0%	0.0%	9.8%	0.0%	3.6%	0.0%	0.0%	0.0%	33.3%	5.4%
Peak Hour Factor		0.88				0.79				0.87				0.79			0.90
Peak Hour Factor	0.00	0.47	0.89	0.75	0.00	0.73	0.79	0.83	0.00	0.79	0.56	0.89	0.00	0.81	0.63	0.50	0.90

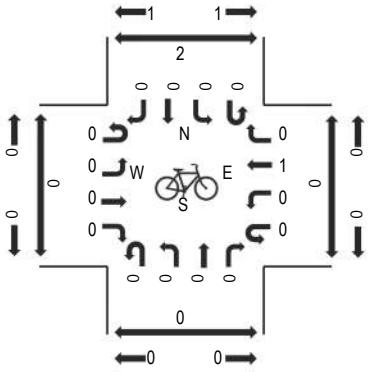
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 MAKERS WAY NW & CHATTAHOOCHEE AVN NW AM
Date: Tuesday, April 1, 2025
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

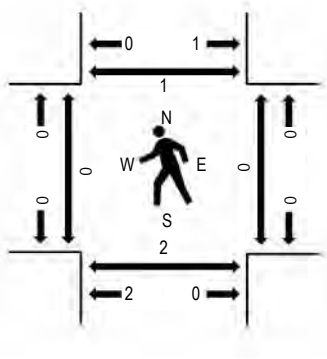
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				MAKERS WAY NW Northbound				MAKERS WAY NW 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
6:00 AM	0	1	68	0	0	0	69	1	0	0	0	0	0	1	0	0	140	739	0	0	0	0
6:15 AM	0	0	76	0	0	0	88	0	0	0	0	0	0	0	0	0	164	814	0	1	0	1
6:30 AM	0	0	102	0	0	0	102	0	0	0	0	0	0	6	0	7	217	883	0	0	0	0
6:45 AM	0	4	111	0	0	0	96	6	0	0	0	0	0	1	0	0	218	954	0	0	0	0
7:00 AM	0	0	121	0	0	0	92	2	0	0	0	0	0	0	0	0	215	1,029	0	0	0	2
7:15 AM	0	0	148	0	0	0	84	1	0	0	0	0	0	0	0	0	233	1,085	0	0	0	0
7:30 AM	0	1	198	0	0	0	88	1	0	0	0	0	0	0	0	0	288	1,184	0	0	0	1
7:45 AM	0	2	178	0	0	0	97	2	0	0	0	0	0	7	0	7	293	1,239	0	0	0	0
8:00 AM	0	0	185	0	0	0	82	4	0	0	0	0	0	0	0	0	271	1,239	0	0	0	0
8:15 AM	0	3	227	0	0	0	93	6	0	0	0	0	0	1	0	2	332		0	0	1	0
8:30 AM	0	1	229	0	0	0	111	1	0	0	0	0	0	1	0	0	343		0	0	1	1
8:45 AM	0	0	162	0	0	0	126	5	0	0	0	0	0	0	0	0	293		0	0	0	2

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	22	0	0	0	6	0	0	0	0	0	0	0	0	0	28
Lights	0	6	755	0	0	0	357	13	0	0	0	0	0	9	0	9	1,149
Mediums	0	0	42	0	0	0	20	0	0	0	0	0	0	0	0	0	62
Total	0	6	819	0	0	0	383	13	0	0	0	0	0	9	0	9	1,239

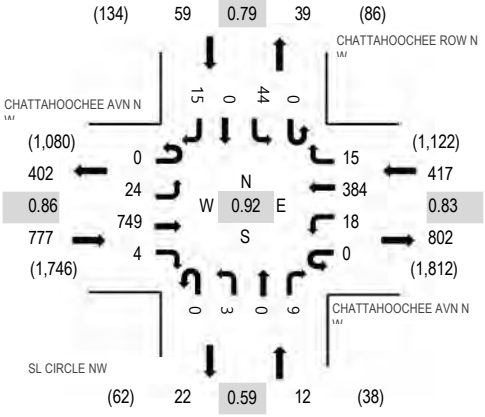
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %			7.8%				6.6%				0.0%				0.0%		7.3%
Heavy Vehicle %	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	6.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%
Peak Hour Factor			0.90				0.82				0.00				0.32		0.90
Peak Hour Factor	0.00	0.50	0.89	0.00	0.00	0.00	0.82	0.67	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.32	0.90

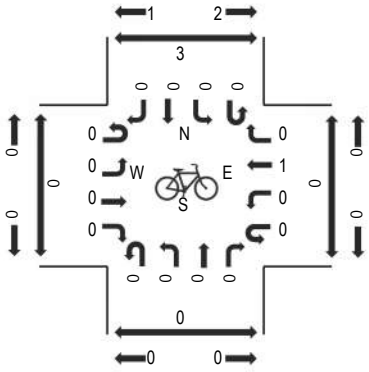
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SL CIRCLE NW & CHATTAHOOCHEE AVN NW AM
Date: Tuesday, April 1, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

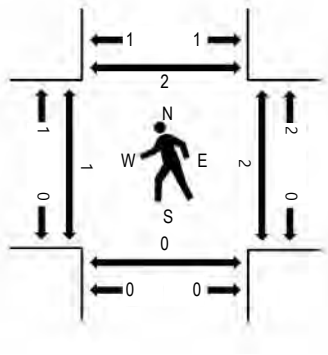
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				SL CIRCLE NW Northbound				CHATTAHOOCHEE ROW NW 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
6:00 AM	0	3	66	0	0	2	61	2	0	0	0	3	0	1	0	1	139	735	1	0	0	0
6:15 AM	0	3	66	0	0	6	76	0	0	0	0	3	0	5	0	4	163	819	0	0	0	1
6:30 AM	0	2	91	0	0	7	96	3	0	0	0	3	0	5	0	2	209	889	0	0	0	0
6:45 AM	0	8	108	3	0	6	86	3	0	0	0	0	0	9	0	1	224	979	0	0	0	0
7:00 AM	0	1	121	1	0	1	85	4	0	1	0	2	0	5	0	2	223	1,040	0	0	0	1
7:15 AM	0	2	132	1	0	5	75	3	0	1	0	1	0	10	0	3	233	1,097	0	0	0	1
7:30 AM	0	3	186	0	0	3	83	1	0	3	1	4	0	10	0	5	299	1,208	0	2	0	2
7:45 AM	0	4	167	1	0	4	89	4	0	0	0	4	0	8	0	4	285	1,245	0	0	0	0
8:00 AM	0	4	170	2	0	4	79	4	0	2	0	3	0	8	0	4	280	1,265	1	0	0	0
8:15 AM	0	6	222	0	0	4	86	5	0	0	0	2	0	15	0	4	344		0	0	0	1
8:30 AM	0	3	203	0	0	3	104	3	0	0	0	3	0	14	0	3	336		0	1	0	0
8:45 AM	0	11	154	2	0	7	115	3	0	1	0	1	0	7	0	4	305		0	1	0	1

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	16	2	0	0	9	0	0	3	0	1	0	0	0	0	31
Lights	0	24	699	2	0	18	359	15	0	0	0	4	0	44	0	15	1,180
Mediums	0	0	34	0	0	0	16	0	0	0	0	4	0	0	0	0	54
Total	0	24	749	4	0	18	384	15	0	3	0	9	0	44	0	15	1,265

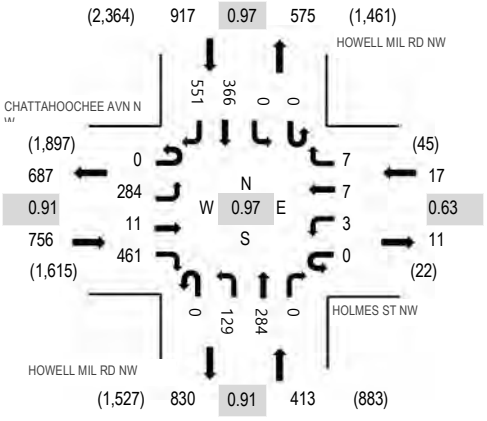
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		6.7%				6.0%				66.7%				0.0%			6.7%
Heavy Vehicle %	0.0%	0.0%	6.7%	50.0%	0.0%	0.0%	6.5%	0.0%	0.0%	100.0%	0.0%	55.6%	0.0%	0.0%	0.0%	0.0%	6.7%
Peak Hour Factor		0.86				0.83				0.59				0.79			0.92
Peak Hour Factor	0.00	0.55	0.86	0.42	0.00	0.75	0.83	0.80	0.00	0.50	0.25	0.81	0.00	0.75	0.00	0.85	0.92

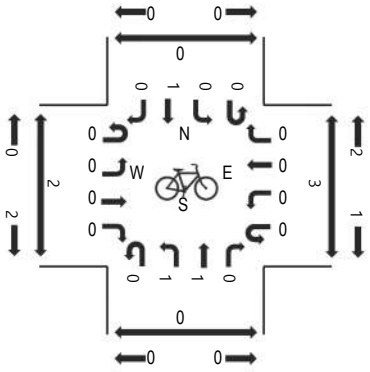
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 HOWELL MIL RD NW & HOLMES ST NW AM
Date: Tuesday, April 1, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

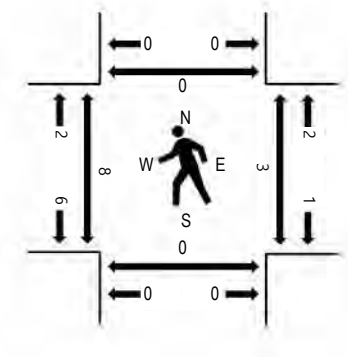
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				HOLMES ST NW Westbound				HOWELL MIL RD NW Northbound				HOWELL MIL RD NW 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
6:00 AM	0	52	0	11	0	0	1	0	0	7	26	0	0	0	15	112	224	1,193	0	1	0	2
6:15 AM	0	61	0	20	0	0	2	0	0	7	18	0	0	0	31	159	298	1,292	0	0	0	0
6:30 AM	0	54	0	23	0	0	2	1	0	7	24	1	0	0	25	143	280	1,367	1	0	0	0
6:45 AM	0	79	0	35	0	0	2	2	0	22	50	1	0	0	58	142	391	1,513	0	0	0	0
7:00 AM	0	65	3	30	0	0	2	2	0	17	40	0	0	1	47	116	323	1,611	2	1	0	0
7:15 AM	0	83	2	34	0	0	0	0	0	21	47	1	0	0	53	132	373	1,798	3	0	0	0
7:30 AM	0	68	1	73	0	1	4	5	0	23	72	1	0	0	62	116	426	1,967	0	1	0	1
7:45 AM	0	70	0	95	0	0	3	1	0	19	66	0	0	0	84	151	489	2,084	3	1	0	0
8:00 AM	0	63	3	121	0	1	3	2	0	30	62	0	0	0	101	124	510	2,103	1	0	0	0
8:15 AM	0	75	4	131	0	1	1	3	0	29	64	0	0	0	111	123	542		0	2	0	0
8:30 AM	0	72	4	127	0	1	2	1	0	37	77	0	0	0	79	143	543		4	1	0	0
8:45 AM	0	74	0	82	0	0	1	1	0	33	81	0	0	0	75	161	508		3	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	15	0	3	0	0	0	0	0	0	4	0	0	0	7	10	39
Lights	0	250	11	450	0	3	7	7	0	122	277	0	0	0	350	521	1,998
Mediums	0	19	0	8	0	0	0	0	0	7	3	0	0	0	9	20	66
Total	0	284	11	461	0	3	7	7	0	129	284	0	0	0	366	551	2,103

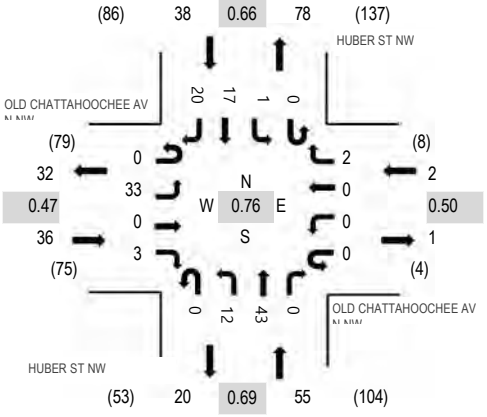
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		6.0%				0.0%				3.4%				5.0%			5.0%
Heavy Vehicle %	0.0%	12.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	2.5%	0.0%	0.0%	0.0%	4.4%	5.4%	5.0%
Peak Hour Factor		0.91				0.63				0.91				0.97			0.97
Peak Hour Factor	0.00	0.89	0.69	0.90	0.00	0.75	0.69	0.55	0.00	0.87	0.88	0.75	0.00	0.25	0.84	0.88	0.97

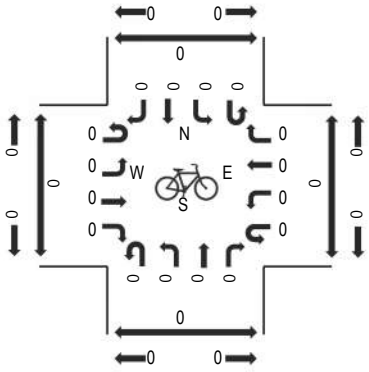
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 HUBER ST NW & OLD CHATTAHOOCHEE AVN NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

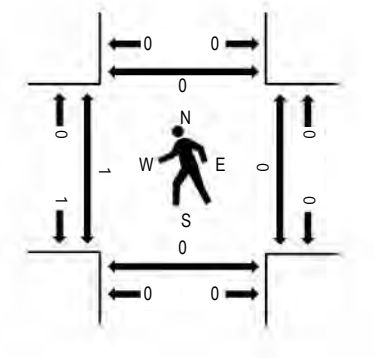
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CHATTAHOOCHEE AVN NW Eastbound				OLD CHATTAHOOCHEE AVN NW Westbound				HUBER ST NW Northbound				HUBER ST NW 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	5	0	2	0	0	1	0	0	3	4	0	0	0	1	1	17	92	8	0	0	1
4:15 PM	0	5	0	1	0	1	1	0	0	1	4	1	0	0	1	1	16	117	0	0	0	0
4:30 PM	0	16	0	3	0	0	0	1	0	4	7	0	0	0	3	9	43	131	1	0	0	0
4:45 PM	0	4	0	0	0	0	0	0	0	1	8	0	0	0	1	2	16	115	0	0	0	0
5:00 PM	0	6	0	0	0	0	0	0	0	4	16	0	0	1	8	7	42	120	0	0	0	0
5:15 PM	0	7	0	0	0	0	0	1	0	3	12	0	0	0	5	2	30	100	0	0	0	0
5:30 PM	0	3	0	0	0	0	0	1	0	5	3	0	0	0	6	9	27	93	0	0	0	0
5:45 PM	0	5	0	2	0	0	0	0	0	3	7	0	0	0	2	2	21	71	0	0	0	0
6:00 PM	0	4	1	3	0	0	0	1	0	5	5	0	0	0	1	2	22	61	0	0	0	0
6:15 PM	0	4	0	1	0	0	1	0	0	2	3	0	0	1	7	4	23		0	0	0	0
6:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2	5		0	0	0	0
6:45 PM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	4	3	11		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	33	0	3	0	0	0	2	0	12	42	0	0	1	9	19	121
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	1	10
Total	0	33	0	3	0	0	0	2	0	12	43	0	0	1	17	20	131

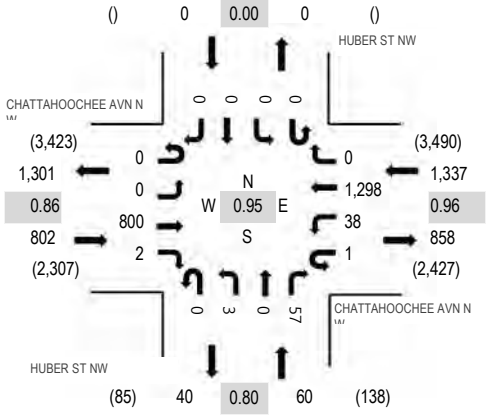
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		0.0%				0.0%				1.8%				23.7%			7.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	47.1%	5.0%	7.6%
Peak Hour Factor		0.47				0.50				0.69				0.66			0.76
Peak Hour Factor	0.00	0.52	0.25	0.50	0.00	0.25	0.50	0.75	0.00	0.80	0.67	0.25	0.00	0.25	0.66	0.56	0.76

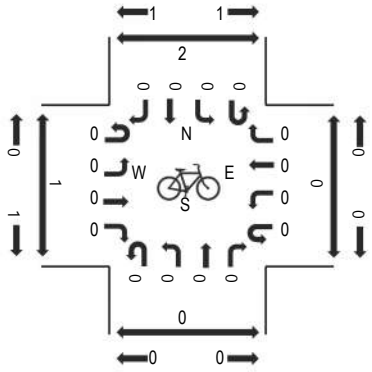
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 HUBER ST NW & CHATTAHOOCHEE AVN NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

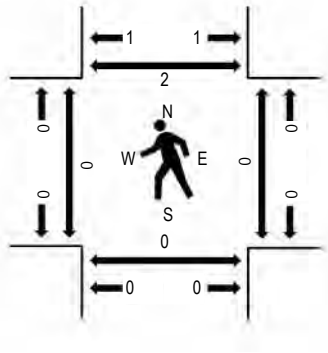
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				HUBER ST NW Northbound				HUBER ST NW 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	193	1	0	2	220	0	0	1	0	8	0	0	0	0	425	1,912	0	1	0	2
4:15 PM	0	0	204	0	0	3	250	0	0	1	0	8	0	0	0	0	466	2,068	0	0	0	3
4:30 PM	0	0	204	2	0	9	254	0	0	1	0	24	0	0	0	0	494	2,134	0	0	0	0
4:45 PM	0	0	178	0	0	4	332	0	0	1	0	12	0	0	0	0	527	2,174	0	0	0	0
5:00 PM	0	0	239	1	0	14	306	0	0	2	0	19	0	0	0	0	581	2,199	0	0	0	0
5:15 PM	0	0	190	0	0	7	314	0	0	0	0	21	0	0	0	0	532	2,107	0	0	0	1
5:30 PM	0	0	177	1	0	13	337	0	0	0	0	6	0	0	0	0	534	2,009	0	0	0	0
5:45 PM	0	0	194	0	1	4	341	0	0	1	0	11	0	0	0	0	552	1,933	0	0	0	1
6:00 PM	0	0	202	1	0	2	273	0	0	0	0	11	0	0	0	0	489	1,824	0	0	0	1
6:15 PM	0	0	148	2	0	9	269	0	0	0	0	6	0	0	0	0	434		0	0	0	1
6:30 PM	0	0	173	0	1	3	279	0	0	1	0	1	0	0	0	0	458		0	0	0	1
6:45 PM	0	0	193	4	0	3	240	0	0	0	0	3	0	0	0	0	443		0	0	0	1

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	6	0	0	0	0	0	0	0	0	0	7
Lights	0	0	792	2	1	30	1,279	0	0	3	0	57	0	0	0	0	2,164
Mediums	0	0	7	0	0	8	13	0	0	0	0	0	0	0	0	0	28
Total	0	0	800	2	1	38	1,298	0	0	3	0	57	0	0	0	0	2,199

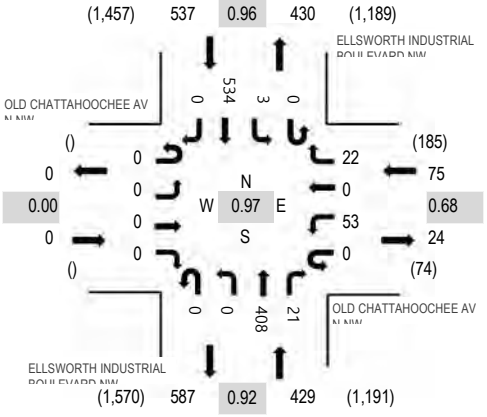
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %			1.0%				2.0%				0.0%				0.0%		1.6%
Heavy Vehicle %	0.0%	0.0%	1.0%	0.0%	0.0%	21.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor			0.86				0.96				0.80				0.00		0.95
Peak Hour Factor	0.00	0.00	0.86	0.44	0.50	0.68	0.95	0.00	0.00	0.63	0.00	0.79	0.00	0.00	0.00	0.00	0.95

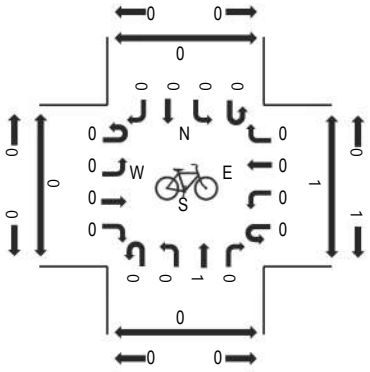
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 ELLSWORTH INDUSTRIAL BOULEVARD NW & OLD CHATTAHOOCHEE AVN NW P
Date: Tuesday, April 1, 2025
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

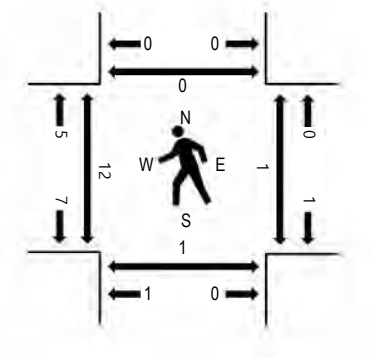
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	OLD CHATTAHOOCHEE AVN NW Eastbound				OLD CHATTAHOOCHEE AVN NW Westbound				ELLSWORTH INDUSTRIAL BOULEVARD NW Northbound				ELLSWORTH INDUSTRIAL BOULEVARD NW 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	2	0	5	0	0	97	6	0	3	106	0	219	931	1	0	0	1
4:15 PM	0	0	0	0	0	4	0	6	0	0	102	7	0	1	97	0	217	958	1	3	0	0
4:30 PM	0	0	0	0	0	18	0	10	0	0	96	9	0	0	123	0	256	1,002	1	1	0	0
4:45 PM	0	0	0	0	0	10	0	3	0	0	86	8	0	1	131	0	239	1,010	2	0	0	0
5:00 PM	0	0	0	0	0	12	0	7	0	0	100	1	0	1	125	0	246	1,040	0	0	1	0
5:15 PM	0	0	0	0	0	7	0	6	0	0	106	2	0	0	140	0	261	1,041	0	0	0	0
5:30 PM	0	0	0	0	0	23	0	7	0	0	85	8	0	0	141	0	264	978	4	0	0	0
5:45 PM	0	0	0	0	0	14	0	6	0	0	108	4	0	2	135	0	269	940	3	1	1	0
6:00 PM	0	0	0	0	0	9	0	3	0	0	109	7	0	1	118	0	247	862	5	0	0	0
6:15 PM	0	0	0	0	0	11	0	0	0	0	74	4	0	1	108	0	198		3	1	0	0
6:30 PM	0	0	0	0	0	10	0	5	0	0	81	6	0	0	124	0	226		0	0	0	1
6:45 PM	0	0	0	0	0	4	0	3	0	0	84	1	0	1	98	0	191		2	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	53	0	21	0	0	403	18	0	3	527	0	1,025
Mediums	0	0	0	0	0	0	0	1	0	0	5	3	0	0	7	0	16
Total	0	0	0	0	0	53	0	22	0	0	408	21	0	3	534	0	1,041

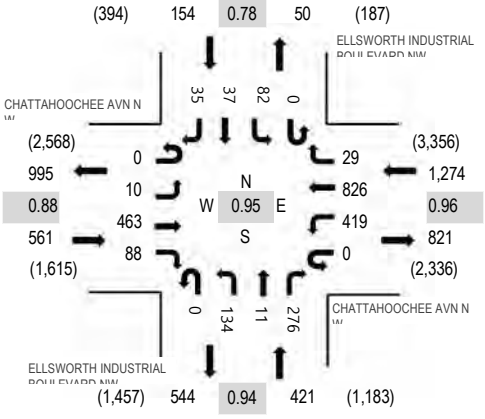
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		0.0%				1.3%				1.9%				1.3%			1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	1.2%	14.3%	0.0%	0.0%	1.3%	0.0%	1.5%
Peak Hour Factor		0.00				0.68				0.92				0.96			0.97
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.65	0.00	0.00	0.94	0.83	0.00	0.42	0.96	0.00	0.97

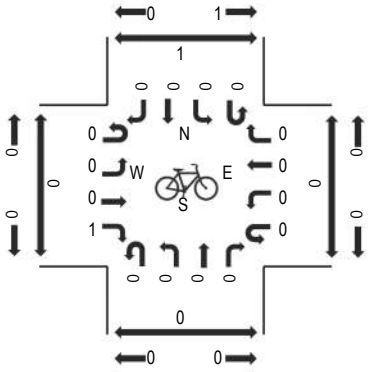
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 ELLSWORTH INDUSTRIAL BOULEVARD NW & CHATTAHOOCHEE AVN NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

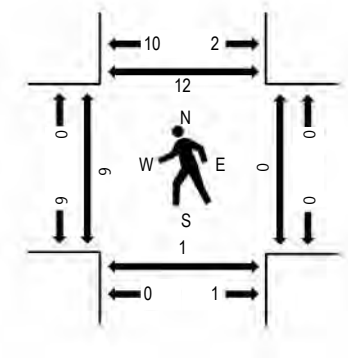
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				ELLSWORTH INDUSTRIAL BOULEVARD NW Northbound				ELLSWORTH INDUSTRIAL BOULEVARD NW 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	4	114	26	0	77	131	13	0	29	3	70	0	17	5	6	495	2,123	6	0	0	2
4:15 PM	0	3	115	22	0	66	163	12	0	31	5	70	0	16	9	8	520	2,259	0	0	0	3
4:30 PM	0	3	120	24	0	97	156	5	0	37	2	70	0	18	4	5	541	2,332	2	1	0	0
4:45 PM	0	3	108	18	0	103	198	11	0	26	2	59	0	15	9	15	567	2,370	0	0	1	0
5:00 PM	0	0	150	15	0	101	198	11	0	36	2	66	0	27	11	14	631	2,410	3	0	0	9
5:15 PM	0	2	111	27	0	100	202	5	0	40	2	72	0	15	13	4	593	2,302	0	0	0	1
5:30 PM	0	5	86	30	0	105	217	3	0	28	4	62	0	29	6	4	579	2,206	0	0	0	0
5:45 PM	0	3	116	16	0	113	209	10	0	30	3	76	0	11	7	13	607	2,128	3	0	1	2
6:00 PM	0	3	107	13	0	101	164	5	0	29	6	77	0	8	5	5	523	2,015	6	0	0	2
6:15 PM	0	4	94	22	0	86	168	15	0	23	7	44	0	19	2	13	497		5	0	0	4
6:30 PM	0	2	97	19	0	96	159	11	0	20	4	61	0	15	9	8	501		1	0	0	2
6:45 PM	0	2	121	10	0	86	151	8	0	18	4	65	0	15	4	10	494		2	0	0	2

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	2	4	0	0	0	0	0	0	1	0	0	7
Lights	0	10	458	87	0	413	813	29	0	130	11	274	0	81	37	35	2,378
Mediums	0	0	5	1	0	4	9	0	0	4	0	2	0	0	0	0	25
Total	0	10	463	88	0	419	826	29	0	134	11	276	0	82	37	35	2,410

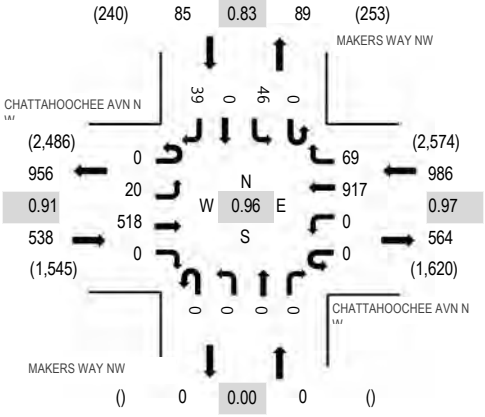
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		1.1%				1.5%				1.4%				0.6%			1.3%
Heavy Vehicle %	0.0%	0.0%	1.1%	1.1%	0.0%	1.4%	1.6%	0.0%	0.0%	3.0%	0.0%	0.7%	0.0%	1.2%	0.0%	0.0%	1.3%
Peak Hour Factor		0.88				0.96				0.94				0.78			0.95
Peak Hour Factor	0.00	0.75	0.82	0.75	0.00	0.93	0.95	0.68	0.00	0.87	0.75	0.93	0.00	0.74	0.75	0.70	0.95

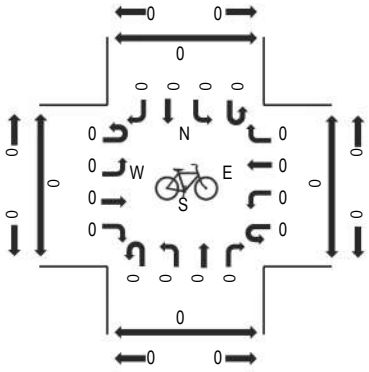
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 MAKERS WAY NW & CHATTAHOOCHEE AVN NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

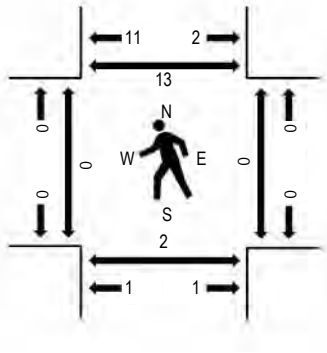
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				MAKERS WAY NW Northbound				MAKERS WAY NW 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	5	133	0	0	0	145	20	0	0	0	0	0	11	0	6	320	1,420	0	1	0	1
4:15 PM	0	7	122	0	0	0	192	16	0	0	0	0	0	11	0	8	356	1,519	0	0	0	0
4:30 PM	0	2	144	0	0	0	182	18	0	0	0	0	0	4	0	8	358	1,562	0	0	0	1
4:45 PM	0	3	119	0	0	0	224	15	0	0	0	0	0	14	0	11	386	1,591	0	0	2	0
5:00 PM	0	4	148	0	0	0	222	16	0	0	0	0	0	15	0	14	419	1,609	0	0	0	10
5:15 PM	0	8	125	0	0	0	227	17	0	0	0	0	0	11	0	11	399	1,529	0	0	0	1
5:30 PM	0	2	115	0	0	0	234	16	0	0	0	0	0	13	0	7	387	1,475	0	0	2	0
5:45 PM	0	6	130	0	0	0	234	20	0	0	0	0	0	7	0	7	404	1,405	0	0	0	2
6:00 PM	0	3	114	0	0	0	185	14	0	0	0	0	0	10	0	13	339	1,330	0	0	0	1
6:15 PM	0	6	107	0	0	0	181	25	0	0	0	0	0	10	0	16	345		0	0	0	6
6:30 PM	0	0	111	0	0	0	176	14	0	0	0	0	0	9	0	7	317		0	0	1	3
6:45 PM	0	2	129	0	0	0	167	14	0	0	0	0	0	8	0	9	329		0	0	0	6

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	4	0	0	0	0	0	0	0	0	0	4
Lights	0	20	512	0	0	0	900	69	0	0	0	0	0	46	0	39	1,586
Mediums	0	0	6	0	0	0	13	0	0	0	0	0	0	0	0	0	19
Total	0	20	518	0	0	0	917	69	0	0	0	0	0	46	0	39	1,609

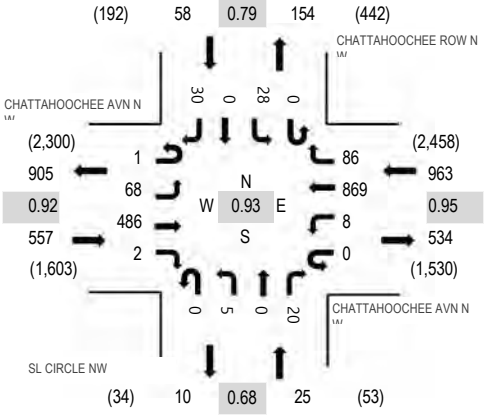
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		1.1%				1.7%				0.0%				0.0%			1.4%
Heavy Vehicle %	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
Peak Hour Factor		0.91				0.97				0.00				0.83			0.96
Peak Hour Factor	0.00	0.63	0.91	0.00	0.00	0.00	0.98	0.75	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.70	0.96

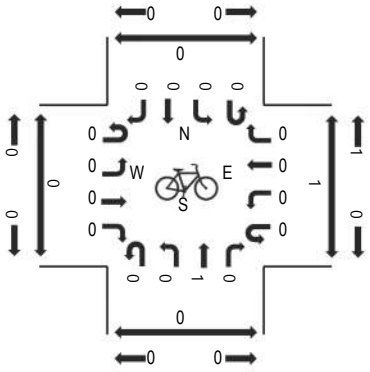
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 SL CIRCLE NW & CHATTAHOOCHEE AVN NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

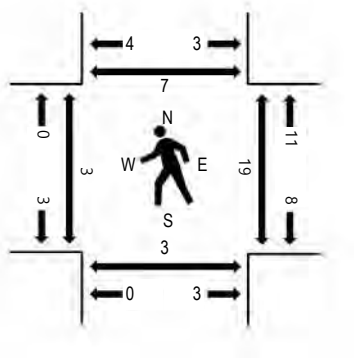
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				CHATTAHOOCHEE AVN NW Westbound				SL CIRCLE NW Northbound				CHATTAHOOCHEE ROW NW 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	123	2	0	2	142	11	0	1	0	4	0	7	0	8	303	1,395	1	4	2	1
4:15 PM	0	11	118	2	0	3	171	16	0	1	0	5	0	4	1	8	340	1,523	0	2	0	1
4:30 PM	0	12	135	1	0	3	186	14	0	1	0	4	0	3	0	7	366	1,574	0	1	0	2
4:45 PM	0	15	109	3	0	0	214	19	0	2	0	4	0	6	0	14	386	1,586	2	0	0	0
5:00 PM	1	15	135	1	0	2	231	21	0	1	0	7	0	8	0	9	431	1,603	3	4	3	0
5:15 PM	0	14	120	1	0	3	203	26	0	4	0	7	0	5	0	8	391	1,506	0	1	0	1
5:30 PM	0	14	101	0	0	2	221	17	0	0	0	4	0	11	0	8	378	1,455	0	7	0	4
5:45 PM	0	25	130	0	0	1	214	22	0	0	0	2	0	4	0	5	403	1,392	0	7	0	2
6:00 PM	0	20	113	1	0	1	158	30	0	0	0	0	0	6	0	5	334	1,308	0	6	0	1
6:15 PM	0	22	101	1	0	0	162	31	0	1	0	1	0	11	0	10	340		0	1	0	6
6:30 PM	0	15	104	3	0	0	146	22	0	0	0	1	0	12	0	12	315		0	8	0	5
6:45 PM	0	19	113	0	0	1	136	27	0	1	1	1	0	11	0	9	319		2	9	2	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	4	0	0	1	0	0	0	0	0	0	5
Lights	1	68	480	2	0	8	853	85	0	4	0	20	0	28	0	30	1,579
Mediums	0	0	6	0	0	0	12	1	0	0	0	0	0	0	0	0	19
Total	1	68	486	2	0	8	869	86	0	5	0	20	0	28	0	30	1,603

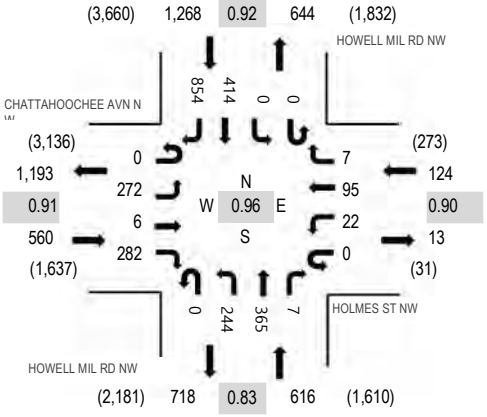
Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		1.1%				1.8%				4.0%				0.0%			1.5%
Heavy Vehicle %	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.8%	1.2%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%
Peak Hour Factor		0.92				0.95				0.68				0.79			0.93
Peak Hour Factor	0.25	0.82	0.92	0.67	0.00	0.67	0.94	0.89	0.00	0.50	0.25	0.79	0.00	0.83	0.25	0.70	0.93

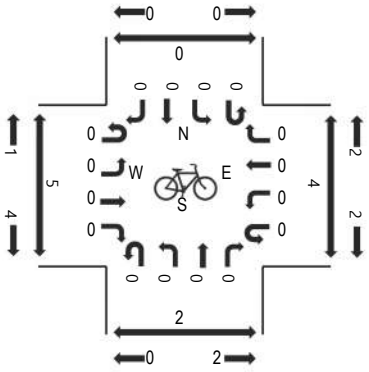
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 HOWELL MIL RD NW & HOLMES ST NW PM
Date: Tuesday, April 1, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

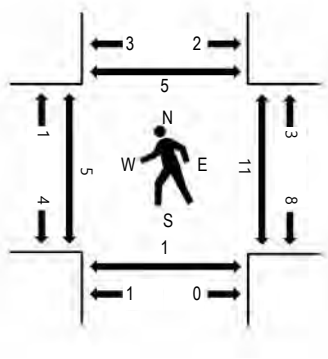
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CHATTAHOOCHEE AVN NW Eastbound				HOLMES ST NW Westbound				HOWELL MIL RD NW Northbound				HOWELL MIL RD NW 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	79	0	45	0	3	5	7	0	37	52	2	0	1	93	165	489	2,304	3	1	0	1
4:15 PM	0	83	1	76	0	3	8	3	0	50	103	1	0	0	115	179	622	2,462	2	2	0	0
4:30 PM	0	70	1	74	0	2	16	1	0	62	81	2	0	1	125	156	591	2,473	3	7	0	1
4:45 PM	0	70	1	66	0	2	30	1	0	54	60	2	0	0	98	218	602	2,551	2	2	1	2
5:00 PM	0	64	2	77	0	4	23	1	0	56	94	2	0	0	129	195	647	2,568	0	1	0	1
5:15 PM	0	74	2	86	0	7	23	3	0	67	72	2	0	0	88	209	633	2,479	1	3	1	0
5:30 PM	0	70	0	50	0	7	28	1	0	65	121	0	0	0	103	224	669	2,436	2	6	0	1
5:45 PM	0	64	2	69	0	4	21	2	0	56	78	3	0	0	94	226	619	2,341	2	1	0	3
6:00 PM	0	73	1	57	0	7	22	1	0	45	73	0	0	0	119	160	558	2,308	0	5	0	2
6:15 PM	0	44	0	48	0	3	12	0	0	52	87	0	0	0	137	207	590		4	2	0	2
6:30 PM	0	85	2	63	0	3	12	0	0	38	71	2	0	1	109	188	574		3	1	3	0
6:45 PM	0	69	0	69	0	3	5	0	0	45	75	0	0	0	143	177	586		2	0	0	1

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	2	0	0	0	0	0	0	0	0	0	0	0	0	1	6	9
Lights	0	266	6	280	0	22	93	7	0	241	361	7	0	0	407	831	2,521
Mediums	0	4	0	2	0	0	2	0	0	3	4	0	0	0	6	17	38
Total	0	272	6	282	0	22	95	7	0	244	365	7	0	0	414	854	2,568

Heavy Vehicle Percentage and Peak Hour Factor

	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	
Heavy Vehicle %		1.4%				1.6%				1.1%				2.4%			1.8%
Heavy Vehicle %	0.0%	2.2%	0.0%	0.7%	0.0%	0.0%	2.1%	0.0%	0.0%	1.2%	1.1%	0.0%	0.0%	0.0%	1.7%	2.7%	1.8%
Peak Hour Factor		0.91				0.90				0.83				0.92			0.96
Peak Hour Factor	0.00	0.91	0.75	0.88	0.00	0.89	0.87	0.43	0.00	0.91	0.75	1.00	0.00	0.50	0.89	0.94	0.96

APPENDIX E

ATR DATA

All Traffic Data Services

USTRIAL BOULEVARD NW SOUTH OF OLD CHATTAHOOCHEE AVN NW

NB	Time	Lights	Mediums	Trucks	Total
	4/1/2025	16	0	0	16
	4/1/2025 12:15:00 AM	15	1	0	16
	4/1/2025 12:30:00 AM	11	0	0	11
	4/1/2025 12:45:00 AM	13	0	0	13
	Hour	55	1	0	56
	4/1/2025 1:00:00 AM	7	1	0	8
	4/1/2025 1:15:00 AM	14	0	0	14
	4/1/2025 1:30:00 AM	5	0	1	6
	4/1/2025 1:45:00 AM	9	0	1	10
	Hour	35	1	2	38
	4/1/2025 2:00:00 AM	12	0	1	13
	4/1/2025 2:15:00 AM	10	0	0	10
	4/1/2025 2:30:00 AM	3	0	0	3
	4/1/2025 2:45:00 AM	8	0	1	9
	Hour	33	0	2	35
	4/1/2025 3:00:00 AM	9	0	0	9
	4/1/2025 3:15:00 AM	5	1	0	6
	4/1/2025 3:30:00 AM	7	1	1	9
	4/1/2025 3:45:00 AM	6	2	0	8
	Hour	27	4	1	32
	4/1/2025 4:00:00 AM	7	0	0	7
	4/1/2025 4:15:00 AM	6	1	2	9
	4/1/2025 4:30:00 AM	5	3	1	9
	4/1/2025 4:45:00 AM	9	3	1	13
	Hour	27	7	4	38
	4/1/2025 5:00:00 AM	8	3	0	11
	4/1/2025 5:15:00 AM	9	2	0	11
	4/1/2025 5:30:00 AM	19	2	1	22
	4/1/2025 5:45:00 AM	18	1	3	22
	Hour	54	8	4	66
	4/1/2025 6:00:00 AM	26	2	2	30
	4/1/2025 6:15:00 AM	35	2	1	38
	4/1/2025 6:30:00 AM	38	0	0	38
	4/1/2025 6:45:00 AM	39	3	1	43
	Hour	138	7	4	149
	4/1/2025 7:00:00 AM	53	3	0	56
	4/1/2025 7:15:00 AM	62	2	1	65
	4/1/2025 7:30:00 AM	74	4	1	79
	4/1/2025 7:45:00 AM	89	4	0	93
	Hour	278	13	2	293
	4/1/2025 8:00:00 AM	82	3	1	86
	4/1/2025 8:15:00 AM	119	4	2	125
	4/1/2025 8:30:00 AM	112	4	0	116
	4/1/2025 8:45:00 AM	82	2	0	84
	Hour	395	13	3	411
	4/1/2025 9:00:00 AM	73	2	1	76
	4/1/2025 9:15:00 AM	56	1	4	61
	4/1/2025 9:30:00 AM	81	2	1	84
	4/1/2025 9:45:00 AM	85	6	0	91
	Hour	295	11	6	312
	4/1/2025 10:00:00 AM	93	4	2	99
	4/1/2025 10:15:00 AM	73	2	1	76
	4/1/2025 10:30:00 AM	58	3	0	61
	4/1/2025 10:45:00 AM	75	3	1	79
	Hour	299	12	4	315
	4/1/2025 11:00:00 AM	78	3	0	81
	4/1/2025 11:15:00 AM	75	1	1	77
	4/1/2025 11:30:00 AM	79	3	0	82
	4/1/2025 11:45:00 AM	75	3	0	78
	Hour	307	10	1	318
	Total	1,943	87	33	2,063
	Percentage	94.2%	4.2%	1.6%	

All Traffic Data Services

USTRIAL BOULEVARD NW SOUTH OF OLD CHATTAHOOCHEE AVN NW

NB	Time	Lights	Mediums	Trucks	Total
	4/1/2025 12:00:00 PM	76	2	1	79
	4/1/2025 12:15:00 PM	80	6	1	87
	4/1/2025 12:30:00 PM	114	0	0	114
	4/1/2025 12:45:00 PM	82	4	0	86
	Hour	352	12	2	366
	4/1/2025 1:00:00 PM	104	2	0	106
	4/1/2025 1:15:00 PM	96	1	0	97
	4/1/2025 1:30:00 PM	102	3	1	106
	4/1/2025 1:45:00 PM	79	2	2	83
	Hour	381	8	3	392
	4/1/2025 2:00:00 PM	87	2	0	89
	4/1/2025 2:15:00 PM	88	3	0	91
	4/1/2025 2:30:00 PM	74	1	1	76
	4/1/2025 2:45:00 PM	93	1	0	94
	Hour	342	7	1	350
	4/1/2025 3:00:00 PM	97	3	1	101
	4/1/2025 3:15:00 PM	96	2	0	98
	4/1/2025 3:30:00 PM	103	2	1	106
	4/1/2025 3:45:00 PM	96	3	2	101
	Hour	392	10	4	406
	4/1/2025 4:00:00 PM	99	4	0	103
	4/1/2025 4:15:00 PM	105	2	2	109
	4/1/2025 4:30:00 PM	104	1	0	105
	4/1/2025 4:45:00 PM	94	0	0	94
	Hour	402	7	2	411
	4/1/2025 5:00:00 PM	100	1	0	101
	4/1/2025 5:15:00 PM	106	2	0	108
	4/1/2025 5:30:00 PM	92	1	0	93
	4/1/2025 5:45:00 PM	109	3	0	112
	Hour	407	7	0	414
	4/1/2025 6:00:00 PM	114	2	0	116
	4/1/2025 6:15:00 PM	77	1	0	78
	4/1/2025 6:30:00 PM	87	0	0	87
	4/1/2025 6:45:00 PM	84	1	0	85
	Hour	362	4	0	366
	4/1/2025 7:00:00 PM	72	1	0	73
	4/1/2025 7:15:00 PM	63	1	0	64
	4/1/2025 7:30:00 PM	79	1	0	80
	4/1/2025 7:45:00 PM	54	2	0	56
	Hour	268	5	0	273
	4/1/2025 8:00:00 PM	77	1	0	78
	4/1/2025 8:15:00 PM	69	1	0	70
	4/1/2025 8:30:00 PM	65	2	0	67
	4/1/2025 8:45:00 PM	58	0	0	58
	Hour	269	4	0	273
	4/1/2025 9:00:00 PM	74	2	0	76
	4/1/2025 9:15:00 PM	58	1	0	59
	4/1/2025 9:30:00 PM	57	1	0	58
	4/1/2025 9:45:00 PM	59	1	0	60
	Hour	248	5	0	253
	4/1/2025 10:00:00 PM	54	0	0	54
	4/1/2025 10:15:00 PM	53	1	0	54
	4/1/2025 10:30:00 PM	66	0	0	66
	4/1/2025 10:45:00 PM	51	1	0	52
	Hour	224	2	0	226
	4/1/2025 11:00:00 PM	40	1	1	42
	4/1/2025 11:15:00 PM	29	0	0	29
	4/1/2025 11:30:00 PM	29	1	0	30
	4/1/2025 11:45:00 PM	23	0	0	23
	Hour	121	2	1	124
	Total	3,768	73	13	3,854
	Percentage	97.8%	1.9%	0.3%	
	Grand Total	5,711	160	46	5,917
	Percentage	96.5%	2.7%	0.8%	

All Traffic Data Services

USTRIAL BOULEVARD NW SOUTH OF OLD CHATTAHOOCHEE AVN NW

SB	Time	Lights	Mediums	Trucks	Total
	4/1/2025	14	1	0	15
	4/1/2025 12:15:00 AM	10	2	0	12
	4/1/2025 12:30:00 AM	8	1	0	9
	4/1/2025 12:45:00 AM	11	4	0	15
	Hour	43	8	0	51
	4/1/2025 1:00:00 AM	9	2	0	11
	4/1/2025 1:15:00 AM	8	1	0	9
	4/1/2025 1:30:00 AM	9	0	0	9
	4/1/2025 1:45:00 AM	0	0	0	0
	Hour	26	3	0	29
	4/1/2025 2:00:00 AM	10	2	0	12
	4/1/2025 2:15:00 AM	6	0	1	7
	4/1/2025 2:30:00 AM	11	0	0	11
	4/1/2025 2:45:00 AM	6	0	0	6
	Hour	33	2	1	36
	4/1/2025 3:00:00 AM	5	0	0	5
	4/1/2025 3:15:00 AM	3	1	1	5
	4/1/2025 3:30:00 AM	5	0	1	6
	4/1/2025 3:45:00 AM	2	0	0	2
	Hour	15	1	2	18
	4/1/2025 4:00:00 AM	10	0	2	12
	4/1/2025 4:15:00 AM	10	1	0	11
	4/1/2025 4:30:00 AM	11	0	1	12
	4/1/2025 4:45:00 AM	11	1	2	14
	Hour	42	2	5	49
	4/1/2025 5:00:00 AM	20	1	0	21
	4/1/2025 5:15:00 AM	22	1	1	24
	4/1/2025 5:30:00 AM	34	3	1	38
	4/1/2025 5:45:00 AM	40	0	0	40
	Hour	116	5	2	123
	4/1/2025 6:00:00 AM	44	3	0	47
	4/1/2025 6:15:00 AM	81	2	2	85
	4/1/2025 6:30:00 AM	74	1	0	75
	4/1/2025 6:45:00 AM	44	6	1	51
	Hour	243	12	3	258
	4/1/2025 7:00:00 AM	51	2	0	53
	4/1/2025 7:15:00 AM	50	1	0	51
	4/1/2025 7:30:00 AM	47	2	0	49
	4/1/2025 7:45:00 AM	50	2	1	53
	Hour	198	7	1	206
	4/1/2025 8:00:00 AM	37	2	1	40
	4/1/2025 8:15:00 AM	47	4	1	52
	4/1/2025 8:30:00 AM	61	2	0	63
	4/1/2025 8:45:00 AM	70	1	1	72
	Hour	215	9	3	227
	4/1/2025 9:00:00 AM	70	4	0	74
	4/1/2025 9:15:00 AM	60	2	1	63
	4/1/2025 9:30:00 AM	78	4	0	82
	4/1/2025 9:45:00 AM	81	4	1	86
	Hour	289	14	2	305
	4/1/2025 10:00:00 AM	70	2	1	73
	4/1/2025 10:15:00 AM	62	6	1	69
	4/1/2025 10:30:00 AM	60	5	1	66
	4/1/2025 10:45:00 AM	56	4	2	62
	Hour	248	17	5	270
	4/1/2025 11:00:00 AM	79	0	0	79
	4/1/2025 11:15:00 AM	72	2	3	77
	4/1/2025 11:30:00 AM	88	4	1	93
	4/1/2025 11:45:00 AM	88	2	2	92
	Hour	327	8	6	341
	Total	1,795	88	30	1,913
	Percentage	93.8%	4.6%	1.6%	

All Traffic Data Services

USTRIAL BOULEVARD NW SOUTH OF OLD CHATTAHOOCHEE AVN NW

SB	Time	Lights	Mediums	Trucks	Total
	4/1/2025 12:00:00 PM	74	3	1	78
	4/1/2025 12:15:00 PM	89	3	0	92
	4/1/2025 12:30:00 PM	123	1	1	125
	4/1/2025 12:45:00 PM	106	3	1	110
	Hour	392	10	3	405
	4/1/2025 1:00:00 PM	93	6	2	101
	4/1/2025 1:15:00 PM	102	5	2	109
	4/1/2025 1:30:00 PM	85	4	1	90
	4/1/2025 1:45:00 PM	104	3	2	109
	Hour	384	18	7	409
	4/1/2025 2:00:00 PM	93	5	1	99
	4/1/2025 2:15:00 PM	95	3	2	100
	4/1/2025 2:30:00 PM	100	7	2	109
	4/1/2025 2:45:00 PM	78	7	1	86
	Hour	366	22	6	394
	4/1/2025 3:00:00 PM	93	3	2	98
	4/1/2025 3:15:00 PM	103	3	0	106
	4/1/2025 3:30:00 PM	91	5	0	96
	4/1/2025 3:45:00 PM	95	2	1	98
	Hour	382	13	3	398
	4/1/2025 4:00:00 PM	103	4	1	108
	4/1/2025 4:15:00 PM	96	1	4	101
	4/1/2025 4:30:00 PM	139	1	1	141
	4/1/2025 4:45:00 PM	139	2	0	141
	Hour	477	8	6	491
	4/1/2025 5:00:00 PM	134	1	2	137
	4/1/2025 5:15:00 PM	145	2	0	147
	4/1/2025 5:30:00 PM	163	1	0	164
	4/1/2025 5:45:00 PM	148	1	0	149
	Hour	590	5	2	597
	4/1/2025 6:00:00 PM	124	3	0	127
	4/1/2025 6:15:00 PM	114	5	0	119
	4/1/2025 6:30:00 PM	131	1	2	134
	4/1/2025 6:45:00 PM	101	1	0	102
	Hour	470	10	2	482
	4/1/2025 7:00:00 PM	111	2	0	113
	4/1/2025 7:15:00 PM	75	1	0	76
	4/1/2025 7:30:00 PM	101	4	0	105
	4/1/2025 7:45:00 PM	108	1	0	109
	Hour	395	8	0	403
	4/1/2025 8:00:00 PM	86	1	0	87
	4/1/2025 8:15:00 PM	75	1	0	76
	4/1/2025 8:30:00 PM	82	2	0	84
	4/1/2025 8:45:00 PM	71	1	0	72
	Hour	314	5	0	319
	4/1/2025 9:00:00 PM	59	0	2	61
	4/1/2025 9:15:00 PM	67	0	0	67
	4/1/2025 9:30:00 PM	54	1	0	55
	4/1/2025 9:45:00 PM	48	0	0	48
	Hour	228	1	2	231
	4/1/2025 10:00:00 PM	42	1	0	43
	4/1/2025 10:15:00 PM	44	2	0	46
	4/1/2025 10:30:00 PM	29	0	0	29
	4/1/2025 10:45:00 PM	34	1	0	35
	Hour	149	4	0	153
	4/1/2025 11:00:00 PM	31	0	0	31
	4/1/2025 11:15:00 PM	21	0	0	21
	4/1/2025 11:30:00 PM	18	1	0	19
	4/1/2025 11:45:00 PM	6	1	1	8
	Hour	76	2	1	79
	Total	4,223	106	32	4,361
	Percentage	96.8%	2.4%	0.7%	
	Grand Total	6,018	194	62	6,274
	Percentage	95.9%	3.1%	1.0%	

All Traffic Data Services

2 - CHATTAHOOCHEE AVN NW EAST OF HUBER ST NW

EB	Time	Lights	Mediums	Trucks	Total
	4/1/2025	30	0	0	30
	4/1/2025 12:15:00 AM	37	1	1	39
	4/1/2025 12:30:00 AM	25	1	0	26
	4/1/2025 12:45:00 AM	30	1	1	32
	Hour	122	3	2	127
	4/1/2025 1:00:00 AM	22	3	0	25
	4/1/2025 1:15:00 AM	20	1	0	21
	4/1/2025 1:30:00 AM	14	1	1	16
	4/1/2025 1:45:00 AM	13	0	1	14
	Hour	69	5	2	76
	4/1/2025 2:00:00 AM	14	0	1	15
	4/1/2025 2:15:00 AM	19	0	1	20
	4/1/2025 2:30:00 AM	10	0	0	10
	4/1/2025 2:45:00 AM	16	0	1	17
	Hour	59	0	3	62
	4/1/2025 3:00:00 AM	18	2	0	20
	4/1/2025 3:15:00 AM	13	2	1	16
	4/1/2025 3:30:00 AM	22	2	1	25
	4/1/2025 3:45:00 AM	21	2	2	25
	Hour	74	8	4	86
	4/1/2025 4:00:00 AM	23	1	0	24
	4/1/2025 4:15:00 AM	18	1	4	23
	4/1/2025 4:30:00 AM	16	3	1	20
	4/1/2025 4:45:00 AM	22	5	2	29
	Hour	79	10	7	96
	4/1/2025 5:00:00 AM	18	4	2	24
	4/1/2025 5:15:00 AM	39	2	2	43
	4/1/2025 5:30:00 AM	34	2	3	39
	4/1/2025 5:45:00 AM	37	5	5	47
	Hour	128	13	12	153
	4/1/2025 6:00:00 AM	81	5	4	90
	4/1/2025 6:15:00 AM	103	13	3	119
	4/1/2025 6:30:00 AM	118	8	1	127
	4/1/2025 6:45:00 AM	126	7	2	135
	Hour	428	33	10	471
	4/1/2025 7:00:00 AM	153	13	2	168
	4/1/2025 7:15:00 AM	174	5	5	184
	4/1/2025 7:30:00 AM	246	10	3	259
	4/1/2025 7:45:00 AM	246	16	8	270
	Hour	819	44	18	881
	4/1/2025 8:00:00 AM	244	13	5	262
	4/1/2025 8:15:00 AM	298	6	7	311
	4/1/2025 8:30:00 AM	313	18	5	336
	4/1/2025 8:45:00 AM	201	11	4	216
	Hour	1056	48	21	1125
	4/1/2025 9:00:00 AM	194	10	7	211
	4/1/2025 9:15:00 AM	168	6	4	178
	4/1/2025 9:30:00 AM	183	1	4	188
	4/1/2025 9:45:00 AM	187	9	6	202
	Hour	732	26	21	779
	4/1/2025 10:00:00 AM	171	7	4	182
	4/1/2025 10:15:00 AM	177	5	1	183
	4/1/2025 10:30:00 AM	160	13	2	175
	4/1/2025 10:45:00 AM	172	10	5	187
	Hour	680	35	12	727
	4/1/2025 11:00:00 AM	187	11	2	200
	4/1/2025 11:15:00 AM	163	9	3	175
	4/1/2025 11:30:00 AM	147	11	3	161
	4/1/2025 11:45:00 AM	185	4	2	191
	Hour	682	35	10	727
	Total	4,928	260	122	5,310
	Percentage	92.8%	4.9%	2.3%	

All Traffic Data Services

2 - CHATTAHOOCHEE AVN NW EAST OF HUBER ST NW

EB	Time	Lights	Mediums	Trucks	Total
	4/1/2025 12:00:00 PM	178	8	4	190
	4/1/2025 12:15:00 PM	178	9	4	191
	4/1/2025 12:30:00 PM	190	3	1	194
	4/1/2025 12:45:00 PM	161	6	2	169
	Hour	707	26	11	744
	4/1/2025 1:00:00 PM	183	4	2	189
	4/1/2025 1:15:00 PM	173	7	0	180
	4/1/2025 1:30:00 PM	176	5	3	184
	4/1/2025 1:45:00 PM	160	6	1	167
	Hour	692	22	6	720
	4/1/2025 2:00:00 PM	176	8	4	188
	4/1/2025 2:15:00 PM	179	8	0	187
	4/1/2025 2:30:00 PM	204	9	3	216
	4/1/2025 2:45:00 PM	185	6	0	191
	Hour	744	31	7	782
	4/1/2025 3:00:00 PM	184	6	4	194
	4/1/2025 3:15:00 PM	176	5	1	182
	4/1/2025 3:30:00 PM	193	3	0	196
	4/1/2025 3:45:00 PM	180	2	1	183
	Hour	733	16	6	755
	4/1/2025 4:00:00 PM	198	3	0	201
	4/1/2025 4:15:00 PM	210	2	0	212
	4/1/2025 4:30:00 PM	226	1	1	228
	4/1/2025 4:45:00 PM	188	1	1	190
	Hour	822	7	2	831
	4/1/2025 5:00:00 PM	256	2	0	258
	4/1/2025 5:15:00 PM	207	3	1	211
	4/1/2025 5:30:00 PM	181	2	0	183
	4/1/2025 5:45:00 PM	206	0	0	206
	Hour	850	7	1	858
	4/1/2025 6:00:00 PM	212	1	0	213
	4/1/2025 6:15:00 PM	153	1	0	154
	4/1/2025 6:30:00 PM	175	0	0	175
	4/1/2025 6:45:00 PM	196	0	0	196
	Hour	736	2	0	738
	4/1/2025 7:00:00 PM	176	0	0	176
	4/1/2025 7:15:00 PM	137	1	0	138
	4/1/2025 7:30:00 PM	190	0	0	190
	4/1/2025 7:45:00 PM	130	3	0	133
	Hour	633	4	0	637
	4/1/2025 8:00:00 PM	181	0	0	181
	4/1/2025 8:15:00 PM	149	0	1	150
	4/1/2025 8:30:00 PM	166	2	0	168
	4/1/2025 8:45:00 PM	156	0	0	156
	Hour	652	2	1	655
	4/1/2025 9:00:00 PM	154	1	0	155
	4/1/2025 9:15:00 PM	155	1	0	156
	4/1/2025 9:30:00 PM	131	1	0	132
	4/1/2025 9:45:00 PM	134	1	1	136
	Hour	574	4	1	579
	4/1/2025 10:00:00 PM	115	0	0	115
	4/1/2025 10:15:00 PM	93	1	0	94
	4/1/2025 10:30:00 PM	113	0	0	113
	4/1/2025 10:45:00 PM	88	3	0	91
	Hour	409	4	0	413
	4/1/2025 11:00:00 PM	82	0	1	83
	4/1/2025 11:15:00 PM	65	0	0	65
	4/1/2025 11:30:00 PM	68	1	0	69
	4/1/2025 11:45:00 PM	47	0	0	47
	Hour	262	1	1	264
	Total	7,814	126	36	7,976
	Percentage	98.0%	1.6%	0.5%	
	Grand Total	12,742	386	158	13,286
	Percentage	95.9%	2.9%	1.2%	

All Traffic Data Services

2 - CHATTAHOOCHEE AVN NW EAST OF HUBER ST NW

WB	Time	Lights	Mediums	Trucks	Total
	4/1/2025	25	1	0	26
	4/1/2025 12:15:00 AM	37	2	1	40
	4/1/2025 12:30:00 AM	24	2	0	26
	4/1/2025 12:45:00 AM	25	6	0	31
	Hour	111	11	1	123
	4/1/2025 1:00:00 AM	39	2	1	42
	4/1/2025 1:15:00 AM	33	2	0	35
	4/1/2025 1:30:00 AM	19	0	0	19
	4/1/2025 1:45:00 AM	14	1	0	15
	Hour	105	5	1	111
	4/1/2025 2:00:00 AM	22	3	0	25
	4/1/2025 2:15:00 AM	15	1	1	17
	4/1/2025 2:30:00 AM	18	1	0	19
	4/1/2025 2:45:00 AM	15	0	1	16
	Hour	70	5	2	77
	4/1/2025 3:00:00 AM	13	0	0	13
	4/1/2025 3:15:00 AM	20	0	1	21
	4/1/2025 3:30:00 AM	19	1	0	20
	4/1/2025 3:45:00 AM	9	1	0	10
	Hour	61	2	1	64
	4/1/2025 4:00:00 AM	25	2	3	30
	4/1/2025 4:15:00 AM	22	1	0	23
	4/1/2025 4:30:00 AM	23	0	0	23
	4/1/2025 4:45:00 AM	39	1	4	44
	Hour	109	4	7	120
	4/1/2025 5:00:00 AM	58	2	2	62
	4/1/2025 5:15:00 AM	47	2	2	51
	4/1/2025 5:30:00 AM	103	3	3	109
	4/1/2025 5:45:00 AM	106	3	1	110
	Hour	314	10	8	332
	4/1/2025 6:00:00 AM	120	4	4	128
	4/1/2025 6:15:00 AM	162	1	2	165
	4/1/2025 6:30:00 AM	168	5	2	175
	4/1/2025 6:45:00 AM	156	4	1	161
	Hour	606	14	9	629
	4/1/2025 7:00:00 AM	138	4	2	144
	4/1/2025 7:15:00 AM	135	1	2	138
	4/1/2025 7:30:00 AM	140	4	1	145
	4/1/2025 7:45:00 AM	158	5	3	166
	Hour	571	14	8	593
	4/1/2025 8:00:00 AM	131	3	3	137
	4/1/2025 8:15:00 AM	152	8	2	162
	4/1/2025 8:30:00 AM	175	7	2	184
	4/1/2025 8:45:00 AM	198	5	3	206
	Hour	656	23	10	689
	4/1/2025 9:00:00 AM	193	6	0	199
	4/1/2025 9:15:00 AM	163	7	0	170
	4/1/2025 9:30:00 AM	176	9	1	186
	4/1/2025 9:45:00 AM	178	9	5	192
	Hour	710	31	6	747
	4/1/2025 10:00:00 AM	181	4	4	189
	4/1/2025 10:15:00 AM	149	11	9	169
	4/1/2025 10:30:00 AM	166	8	5	179
	4/1/2025 10:45:00 AM	140	7	3	150
	Hour	636	30	21	687
	4/1/2025 11:00:00 AM	174	5	1	180
	4/1/2025 11:15:00 AM	153	8	4	165
	4/1/2025 11:30:00 AM	190	9	4	203
	4/1/2025 11:45:00 AM	195	4	7	206
	Hour	712	26	16	754
	Total	4,661	175	90	4,926
	Percentage	94.6%	3.6%	1.8%	

All Traffic Data Services

2 - CHATTAHOOCHEE AVN NW EAST OF HUBER ST NW

WB	Time	Lights	Mediums	Trucks	Total
	4/1/2025 12:00:00 PM	201	2	3	206
	4/1/2025 12:15:00 PM	193	8	3	204
	4/1/2025 12:30:00 PM	216	7	3	226
	4/1/2025 12:45:00 PM	194	9	3	206
	Hour	804	26	12	842
	4/1/2025 1:00:00 PM	202	12	3	217
	4/1/2025 1:15:00 PM	223	9	5	237
	4/1/2025 1:30:00 PM	196	10	4	210
	4/1/2025 1:45:00 PM	193	6	2	201
	Hour	814	37	14	865
	4/1/2025 2:00:00 PM	197	8	1	206
	4/1/2025 2:15:00 PM	176	13	4	193
	4/1/2025 2:30:00 PM	220	8	3	231
	4/1/2025 2:45:00 PM	183	7	1	191
	Hour	776	36	9	821
	4/1/2025 3:00:00 PM	201	5	4	210
	4/1/2025 3:15:00 PM	213	6	1	220
	4/1/2025 3:30:00 PM	197	7	1	205
	4/1/2025 3:45:00 PM	224	7	5	236
	Hour	835	25	11	871
	4/1/2025 4:00:00 PM	216	5	1	222
	4/1/2025 4:15:00 PM	244	5	4	253
	4/1/2025 4:30:00 PM	259	3	1	263
	4/1/2025 4:45:00 PM	328	5	3	336
	Hour	1047	18	9	1074
	4/1/2025 5:00:00 PM	310	8	2	320
	4/1/2025 5:15:00 PM	316	4	1	321
	4/1/2025 5:30:00 PM	345	2	3	350
	4/1/2025 5:45:00 PM	339	7	0	346
	Hour	1310	21	6	1337
	4/1/2025 6:00:00 PM	268	5	2	275
	4/1/2025 6:15:00 PM	272	6	0	278
	4/1/2025 6:30:00 PM	276	5	2	283
	4/1/2025 6:45:00 PM	239	3	1	243
	Hour	1055	19	5	1079
	4/1/2025 7:00:00 PM	217	3	0	220
	4/1/2025 7:15:00 PM	195	4	0	199
	4/1/2025 7:30:00 PM	182	4	0	186
	4/1/2025 7:45:00 PM	201	4	0	205
	Hour	795	15	0	810
	4/1/2025 8:00:00 PM	160	2	0	162
	4/1/2025 8:15:00 PM	137	1	0	138
	4/1/2025 8:30:00 PM	146	3	0	149
	4/1/2025 8:45:00 PM	119	0	0	119
	Hour	562	6	0	568
	4/1/2025 9:00:00 PM	110	3	2	115
	4/1/2025 9:15:00 PM	119	3	0	122
	4/1/2025 9:30:00 PM	110	1	0	111
	4/1/2025 9:45:00 PM	91	0	2	93
	Hour	430	7	4	441
	4/1/2025 10:00:00 PM	73	1	0	74
	4/1/2025 10:15:00 PM	72	1	1	74
	4/1/2025 10:30:00 PM	76	1	0	77
	4/1/2025 10:45:00 PM	62	0	0	62
	Hour	283	3	1	287
	4/1/2025 11:00:00 PM	60	0	1	61
	4/1/2025 11:15:00 PM	47	0	0	47
	4/1/2025 11:30:00 PM	52	0	0	52
	4/1/2025 11:45:00 PM	25	2	1	28
	Hour	184	2	2	188
	Total	8,895	215	73	9,183
	Percentage	96.9%	2.3%	0.8%	
	Grand Total	13,556	390	163	14,109
	Percentage	96.1%	2.8%	1.2%	

APPENDIX F

CRASH DATA

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	KABCO	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
7991481	Atlanta Police Department	3/18/2021	18:40:00	FULTON	Atlanta	HUBER ST NW	OLD CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	DarkLighted	Dry	N/A	N/A	Unknown	Unknown	Pickup Truck	Passenger Car
8128850	Atlanta Police Department	7/8/2021	7:40:00	FULTON	Atlanta	HUBER ST NW	OLD CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	34	49	Unknown	Unknown	Passenger Car	Tractor/Trailer
8275614	Atlanta Police Department	10/22/2021	7:00:00	FULTON	Atlanta	HUBER ST NW	OLD CHATTAHOOCHEE AVE NW	B	3	0	Head On	On Roadway - Roadway Intersection	DarkLighted	Dry	N/A	26	Unknown	Lap and Shoulder Belt Used	Other	Passenger Car
8451569	Atlanta Police Department	3/8/2022	15:30:00	FULTON	Atlanta	OLD CHATTAHC	HUBER ST NW	O	0	0	Head On	On Roadway - Non-Intersection	Dawn	Water (stanc	25	26	Lap and Shoulder Belt Use	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)

DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarr	U2FirstH	NumberOfVehi	MappedLatDecimal	U1Factors	U2Factors	U1TrafficCon	U2TrafficControl	U1RoadComposition	U2RoadComp	U1RoadCha	U2RoadCharac	U1RoadContrib	U2RoadContributingFact	U1WorkZone	U2WorkZone	U1NumberOfLar	U2NumberO	U1TrafficWa	U2TrafficWayFl	U1UnitType	U2UnitType	VisibleInjuries	ComplaintInjuries
None	South	Straight	Parked	Motor Vehic	Motor Ve	2	33.80041	Misjudged (	No Contribu	No Control Pre	No Control Present	Black Top	Black Top	Straight on S	Straight on Grad	No Contributing	No Contributing Factors	None	None	2	2	Two-Way Tra	Two-Way Traffic	Vehicle	Vehicle		
South	South	Turning Right	Turning Ri	Animal	Motor Ve	2	33.800419	Failed to Yie	No Contribu	No Control Pre	No Control Present	Black Top	Black Top	Straight on H	Straight on Hillc	No Contributing	No Contributing Factors	None	None	2	2	Two-Way Tra	Two-Way Traffic	Vehicle	Vehicle		
East	East	Straight	Straight	Other Objec	Other Ot	3	33.800135	Following to	No Contribu	Traffic Signal	Traffic Signal	Black Top	Black Top	Curve on Hil	Straight on Hillc	No Contributing	No Contributing Factors	None	None	4	4	Two-Way Tra	Two-Way Traffic	Vehicle	Vehicle	2	1
North	East	Entering/Lea	Straight	Motor Vehic	Motor Ve	2	33.80042	Failed to Yie	No Contribu	No Control Pre	No Control Present	Concrete	Concrete	Curve on Gra	Curve on Grade	No Contributing	No Contributing Factors	None	None	1	1	Two-Way Tra	Two-Way Traffic	Vehicle	Vehicle		

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
7544958	Atlanta Police Department	2/6/2020	9:39:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW HUBER ST NW	HUBER ST NW	O		0	0 Head On	On Roadway - Roadway Intersection	Daylight	Wet	23	53	Lap and Shoulder Belt Used	None Used	Passenger Car	Sports Utility Vehicle (SUV)
7580415	Atlanta Police Department	3/6/2020	7:16:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	76	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
7650880	Atlanta Police Department	5/27/2020	14:44:00	FULTON	Atlanta	HUBER ST NW	CHATTAHOOCHEE AVE NW	O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	20	46	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
7784730	Atlanta Police Department	9/17/2020	8:56:00	FULTON	Atlanta	HUBER ST NW CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE AVE NW	O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	28	29	Unknown	Unknown	Passenger Car	Single Unit Truck
7802590	Atlanta Police Department	10/7/2020	10:10:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Rear End	On Roadway - Non-Intersection	Daylight	Dry	34	42	Shoulder Belt Only Used	Shoulder Belt Only Used	Tractor/Trailer	Passenger Car
7910617	Atlanta Police Department	12/24/2020	12:02:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW HUBER ST NW	HUBER ST NW	C		1	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	22	37	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
7949532	Atlanta Police Department	2/4/2021	10:55:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW HUBER ST NW	HUBER ST NW	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	30	37	Shoulder Belt Only Used	Shoulder Belt Only Used	Other	Other
7958400	Atlanta Police Department	2/11/2021	14:01:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW HUBER ST NW	HUBER ST NW	O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	26	N/A	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
7986637	Atlanta Police Department	3/6/2021	3:44:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Angle	On Roadway - Non-Intersection	DarkLighted	Dry	35	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8006999	Atlanta Police Department	3/31/2021	14:43:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Water (standing or moving)	31	25	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8093126	Atlanta Police Department	6/9/2021	16:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Not A Collision with Motor Vehicle	On Roadway - Roadway Intersection	Daylight	Water (standing or moving)	55	N/A	Lap and Shoulder Belt Used	N/A	Passenger Car	N/A
8097561	Atlanta Police Department	6/13/2021	12:58:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	27	36	Unknown	Unknown	Passenger Car	Passenger Car
8109212	Atlanta Police Department	6/22/2021	10:00:00	FULTON	Atlanta	HUBER ST NW	CHATTAHOOCHEE AVE NW	C		1	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	45	26	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Van	Passenger Car
8132069	Atlanta Police Department	7/10/2021	15:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Water (standing or moving)	N/A	21	Unknown	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8139796	Atlanta Police Department	7/16/2021	21:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		3	0 Head On	On Roadway - Roadway Intersection	DarkLighted	Wet	35	64	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Van
8141695	Atlanta Police Department	7/16/2021	18:45:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	B		2	0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	21	49	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8226147	Atlanta Police Department	9/16/2021	7:00:00	FULTON	Atlanta	HUBER ST NW	CHATTAHOOCHEE AVE NW	C		1	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	34	29	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8311467	Atlanta Police Department	10/6/2021	8:15:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW W	HUBER ST NW	C		1	0 Rear End	On Roadway - Non-Intersection	Daylight	Water (standing or moving)	20	31	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8274492	Atlanta Police Department	10/21/2021	10:10:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	24	23	Unknown	Unknown	Passenger Car	Passenger Car
8375740	Atlanta Police Department	1/4/2022	5:57:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW W	HUBER ST NW	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkNot Lighte	Dry	32	36	Unknown	Unknown	Passenger Car	Passenger Car
8444986	Atlanta Police Department	3/3/2022	7:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	24	59	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehi	Pickup Truck
8619170	Atlanta Police Department	7/17/2022	15:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Head On	On Roadway - Roadway Intersection	Daylight	Dry	41	34	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Van
8696278	Atlanta Police Department	9/10/2022	11:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	23	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8803594	Atlanta Police Department	11/30/2022	9:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	57	60	Unknown	Unknown	Pickup Truck	Passenger Car
8917712	Atlanta Police Department	3/2/2023	20:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Rear End	On Roadway - Non-Intersection	DarkLighted	Other	N/A	36	Unknown	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9076806	Atlanta Police Department	7/16/2023	20:11:00	FULTON	Atlanta	HUBER ST NW W	CHATTAHOOCHEE AVE NW	C		1	0 Rear End	On Roadway - Driveway Intersection	DarkLighted	Dry	29	26	None Used	None Used	Passenger Car	Passenger Car
9161798	Atlanta Police Department	9/25/2023	7:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	A		1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	52	35	Shoulder Belt Only Used	Lap and Shoulder Belt Used	Other	Passenger Car
9314430	Atlanta Police Department	1/26/2024	8:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	23	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9340260	Atlanta Police Department	2/19/2024	12:00:00	FULTON	Atlanta	HUBER ST NW	CHATTAHOOCHEE AVE NW	O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	24	57	Unknown	Unknown	Passenger Car	Passenger Car
9369436	Atlanta Police Department	3/13/2024	15:06:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW N	HUBER ST NW	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	22	25	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehi	Passenger Car
9433875	Atlanta Police Department	5/7/2024	8:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	45	34	Unknown	Unknown	Panel Truck	Passenger Car
9510721	Atlanta Police Department	7/15/2024	17:26:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW N	HUBER ST NW	C		1	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Water (standing or moving)	N/A	36	Unknown	Lap and Shoulder Belt Used	Passenger Car	Van
9583779	Atlanta Police Department	9/6/2024	19:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	HUBER ST NW	C		1	0 Rear End	On Roadway - Non-Intersection	Daylight	Dry	26	57	Lap and Shoulder Belt Used	Lap Belt Only Used	Passenger Car	Passenger Car

DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstH	U2FirstHarmfulEvent	NumberOfVehicles	PrivateProperty	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl	U1RoadComp	U2RoadComposition	U1NumberOfLa	U2NumberOfLa	U1TrafficWayFlow	U2TrafficWayFlow	U1UnitType	U2UnitType	ComplaintIn	VisibleInJuri
East	East	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	No Contribut	No Contributir	No Control Present	No Control Present	Black Top	Black Top	4	2	Two-Way Trafficway with a physi	Two-Way Trafficway with no phys	Vehicle	Vehicle		
East	East	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	No Contributir	Lanes	Lanes	Black Top	Black Top	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	3	N	Following to	Following too (	No Control Present	No Control Present	Black Top	Black Top	0	0	Two-Way Trafficway with a physi	Two-Way Trafficway with a physi	Vehicle	Vehicle		
West	West	Straight	Turning Left	Motor Ve	Motor Vehicle In Motion	2	N	No Contribut	No Contributir	Lanes	Lanes	Black Top	Black Top	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Straight	Turning Left	Overturn	Overturn	2	N	No Contribut	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Too Fast For	No Contributir	Lanes	Lanes	Black Top	Black Top	0	0	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
East	East	Straight	Straight	Overturn	Overturn	2	N	Other - Detai	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
North	North	Straight	Straight	Motor Ve	Motor Vehicle In Motion	3	N	Following to	Following too (	Traffic Signal	Traffic Signal	Black Top	Black Top	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	No Contributir	Lanes	No Control Present	Black Top	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Failed to Yiel	No Contributir	Lanes	No Control Present	Concrete	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	N/A	Changing	N/A	Motor Ve	N/A	1	N	Too Fast For	N/A	No Control Present		N/A	N/A	2	0	Two-Way Trafficway with no phys	N/A	Vehicle		1	
West	West	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
East	East	Straight	Stopped	Other - Fi	Other Object (Not Fixed)	2	N	Following to	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	East	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
South	North	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	No Contribut	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	3	
West	East	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Wrong Side (	No Contributir	Lanes	Lanes	Concrete	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		2
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	Lanes	Lanes	Concrete	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	No Control Present	No Control Present	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
North	North	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	No Control Present	No Control Present	Black Top	Black Top	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	No Contributir	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with a physi	Two-Way Trafficway with a physi	Vehicle	Vehicle		
East	North	Straight	Straight	Other Ob	Other Object (Not Fixed)	2	N	Failed to Yiel	No Contributir	Traffic Signal	Traffic Signal	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
North	South	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Driver Lost C	No Contributir	No Control Present	No Control Present	Concrete	Concrete	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	No Control Present	No Control Present	Black Top	Black Top	4	4	Two-Way Trafficway with a physi	Two-Way Trafficway with a physi	Vehicle	Vehicle		
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	Lanes	Lanes	Black Top	Black Top	2	2	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Following to	No Contributir	N/A	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
East	East	Straight	Turning Left	Motor Ve	Motor Vehicle In Motion	2	N	Following to	Non-Operator	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with a physi	Two-Way Trafficway with a physi	Vehicle	Vehicle	1	
North	East	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Failed to Yiel	Non-Operator	Stop Sign	No Control Present	Black Top	Black Top	2	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		1
West	West	Straight	Stopped	Motor Ve	Motor Vehicle In Motion	2	N	Following to	Other Unit Cor	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
East	East	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	Other Unit Cor	Lanes	Lanes	Concrete	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
East	East	Changing	Straight	Motor Ve	Motor Vehicle In Motion	3	N	Changed Lar	Other Unit Cor	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
East	East	Changing	Negotiating	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	Other Unit Cor	Lanes	Lanes	Concrete	Concrete	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle		
West	West	Changing	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Changed Lar	Other Unit Cor	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	
West	West	Straight	Straight	Motor Ve	Motor Vehicle In Motion	2	N	Following to	Other - Details	Lanes	Lanes	Black Top	Black Top	4	4	Two-Way Trafficway with no phys	Two-Way Trafficway with no phys	Vehicle	Vehicle	1	

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	DistanceFrom	DirectionFrom	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
7532115	Atlanta Police Department	1/29/2020	7:59:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW OLD CHATTA	OLD CHATTAHOOCHEE AVE N	0		O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	22	28	Shoulder Belt Only Used	Shoulder Belt Only Used	Passenger Car	Passenger Car
7565531	Atlanta Police Department	2/27/2020	8:47:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O	0	0	Angle	On Roadway - Non-Intersection	Daylight	Dry	28	30	Shoulder Belt Only Used	Shoulder Belt Only Used	Passenger Car	Sports Utility Vehicle (SUV)
7593211	Atlanta Police Department	3/10/2020	13:14:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW OLD CHATTA	OLD CHATTAHOOCHEE AVE N	0		O	0	0	Angle	On Roadway - Non-Intersection	Daylight	Wet	21	39	Shoulder Belt Only Used	Shoulder Belt Only Used	Passenger Car	Passenger Car
8346044	Atlanta Police Department	12/10/2021	14:06:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C	2	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	48	35	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8491228	Atlanta Police Department	4/4/2022	12:13:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	4	East	O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	60	25	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8521640	Atlanta Police Department	5/4/2022	18:00:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C	1	0	Rear End	On Roadway - Roadway Intersection	Daylight	Wet	51	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Van	Sports Utility Vehicle (SUV)
8632397	Atlanta Police Department	7/28/2022	16:41:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	0		O	0	0	Rear End	On Roadway - Non-Intersection	Daylight	Dry	32	46	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Single Unit Truck
8656164	Atlanta Police Department	8/16/2022	16:00:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O	0	0	Head On	On Roadway - Roadway Intersection	Daylight	Dry	32	42	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Veh	Sports Utility Vehicle (SUV)
8665642	Atlanta Police Department	8/11/2022	16:00:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O	0	0	Head On	On Roadway - Roadway Intersection	Daylight	Dry	23	44	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8881796	Atlanta Police Department	1/29/2023	1:20:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	35	North	O	0	0	Rear End	On Roadway - Non-Intersection	DarkNot L	Dry	25	29	Unknown	Unknown	Passenger Car	Passenger Car
8959483	Atlanta Police Department	4/5/2023	12:50:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	0		O	0	0	Angle	On Roadway - Driveway Intersection	Daylight	Dry	43	32	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
8965089	Atlanta Police Department	1/10/2023	15:00:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	0		C	2	0	Rear End	On Roadway - Non-Intersection	Daylight	Dry	82	37	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
9034265	Atlanta Police Department	6/6/2023	17:50:00	FULTON	Atlanta	OLD CHATTAHOOCHEE AVE NW N	ELLSWORTH DR NW	0	West	O	0	0	Head On	On Roadway - Roadway Intersection	Daylight	Wet	29	51	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9112254	Atlanta Police Department	8/16/2023	18:00:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	0		C	1	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	26	67	Unknown	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
9113532	Atlanta Police Department	8/17/2023	17:40:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	0		C	1	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	25	29	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9376225	Atlanta Police Department	3/15/2024	15:04:00	FULTON	Atlanta	ELLSWORTH DR NW	OLD CHATTAHOOCHEE AVE NW	67	South	O	0	0	Sideswipe-Opposite Direc	On Roadway - Driveway Intersection	Daylight	Dry	36	22	N/A	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9465321	Atlanta Police Department	5/30/2024	11:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	OLD CHATTAHOOCHEE AVE NW	0		O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	33	26	Unknown	Unknown	Passenger Car	Pickup Truck
9596731	Atlanta Police Department	9/17/2024	22:25:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	OLD CHATTAHOOCHEE AVE NW	24	South	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLight	Dry	43	24	Unknown	Unknown	Passenger Car	Passenger Car
9648591	Atlanta Police Department	10/18/2024	12:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW W	OLD CHATTAHOOCHEE AVE NW	42	North	C	1	0	Rear End	On Roadway - Non-Intersection	Daylight	Dry	67	29	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9693956	Atlanta Police Department	11/27/2024	18:11:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW W	OLD CHATTAHOOCHEE AVE NW	17	North	C	1	0	Not A Collision with Moto	On Roadway - Roadway Intersection	Daylight	Dry	28	N/A	Lap Belt Only Used	N/A	Passenger Car	N/A

DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarr	U2FirstHa	NumberOfVehicles	MappedLatDecimal	MappedLongDecim	PrivateProperty	U1Factors	U2Factors	U1TrafficCont	U2TrafficControl	U1RoadComposition	U2RoadC	U1RoadCha	U2RoadCharact	U1NumberOfLa	U2NumberOfLanes	U1TrafficWayFlow	U2TrafficWayFlc	U1UnitType	U2UnitType	ComplaintIn
West	South	Turning Left	Straight	Overturn	Overturn	2	33.8005	-84.42702	N	Failed to Yield	No Contribu	Stop Sign	No Control Present	Black Top	Black Top	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	North	Turning Left	Straight	Overturn	Overturn	2	33.800471	-84.42701	N	Failed to Yield	No Contribu	Stop Sign	Stop Sign	Black Top	Black Top	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
East	North	Turning Left	Straight	Overturn	Overturn	2	33.8005	-84.42702	N	Improper Turn	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Failed to Yield	No Contribu	Stop Sign	Lanes	Concrete	Gravel	Straight on G	Straight on Grad	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	2
South	North	Backing	Stopped	Motor Vehic	Motor Ve	2	33.800494	-84.426976	N	Improper Backing	No Contribu	No Control Pre	No Control Present	Black Top	Black Top	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	West	Straight	Stopped	Motor Vehic	Motor Ve	3	33.80049	-84.42699	N	Following too Close	No Contribu	Traffic Signal	No Control Present	Concrete	Concrete	Curve on Gr	Curve on Grade	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	1
South	South	Straight	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Following too Close	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
North	East	Turning Right	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Failed to Yield	No Contribu	Stop Sign	No Control Present	Concrete	Concrete	Curve on Gr	Curve on Grade	2	1	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Failed to Yield	No Contribu	Stop Sign	No Control Present	Concrete	Concrete	Curve on Gr	Curve on Grade	1	1	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	West	Straight	Straight	Motor Vehic	Motor Ve	2	33.800587	-84.426993	N	No Contributing Fac	No Contribu	No Control Pre	No Control Present	Concrete	Concrete	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Disregard Stop Sign	No Contribu	Stop Sign	No Control Present	Concrete	Concrete	Straight and	Straight and Lev	3	3	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
North	North	Straight	Turning Ri	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	No Contributing Fac	No Contribu	No Control Pre	No Control Present	Concrete	Concrete	Curve on Gr	Curve on Grade	1	1	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	2
North	East	Other	Turning Le	Motor Vehic	Motor Ve	3	33.80049	-84.42699	N	Failed to Yield	Non-Operat	Lanes	Lanes	Black Top	Black Top	Straight on G	Straight on Grad	2	2	Two-Way Trafficway with a phys	Two-Way Traffic	Vehicle	Vehicle	
West	West	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Failed to Yield	Non-Operat	Stop Sign	Traffic Signal	Concrete	Concrete	Straight and	Straight and Lev	1	1	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	1
South	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80049	-84.42699	N	Failed to Yield	Non-Operat	Stop Sign	Traffic Signal	Concrete	Concrete	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	1
South	North	Entering/Lea	Straight	Motor Vehic	Motor Ve	2	33.800307	-84.427008	N	Failed to Yield	Other Unit C	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	4	4	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
West	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.800517	-84.427014	N	Failed to Yield	Other Unit C	No Control Pre	No Control Present	Black Top	Black Top	Straight and	Straight and Lev	2	4	Two-Way Trafficway with a phys	Two-Way Traffic	Vehicle	Vehicle	
North	North	Turning Right	Straight	Motor Vehic	Motor Ve	2	33.800451	-84.427009	N	Improper Turn	Other Unit C	Lanes	Lanes	Concrete	Concrete	Straight and	Straight and Lev	3	4	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	
North	North	Straight	Stopped	Motor Vehic	Motor Ve	2	33.800633	-84.427007	N	Misjudged Clearanc	Other - Deta	Traffic Signal	Traffic Signal	Concrete	Concrete	Straight and	Straight and Lev	2	2	Two-Way Trafficway with no phy	Two-Way Traffic	Vehicle	Vehicle	1
South	N/A	Straight	N/A	Other - Fixe	N/A	1	33.800558	-84.427038	N	Following too Close	N/A	Lanes	N/A	Black Top	N/A	Straight and	N/A	2	0	Two-Way Trafficway with no phy	N/A	Vehicle		1

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	DistanceFrom	DirectionFrom	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
7509437	Atlanta Police Department	1/7/2020	8:44:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	33	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Other	Passenger Car
7522427	Atlanta Police Department	1/18/2020	19:47:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Rear End	On Roadway - Driveway Intersection	DarkLighted	Wet	23	28	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
7529299	Atlanta Police Department	1/24/2020	14:56:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW CHATTAHOOC	CHATTAHOOCHEE AVE NW	0		O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	0	31	Shoulder Belt Only Used	Shoulder Belt Only Used	Passenger Car	Passenger Car
7529313	Atlanta Police Department	1/24/2020	12:36:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	64	32	Shoulder Belt Only Used	Shoulder Belt Only Used	Sports Utility Vehicle (SUV)	Passenger Car
7559901	Atlanta Police Department	2/21/2020	11:43:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	48	41	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Tractor/Trailer	Passenger Car
7572996	Atlanta Police Department	2/26/2020	16:22:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	22	49	N/A	N/A	Passenger Car	Passenger Car
7565675	Atlanta Police Department	2/27/2020	15:16:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	60	37	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
7600523	Atlanta Police Department	3/21/2020	11:29:00	FULTON	Atlanta	CHATTAHOOCHEE AVE	ELLSWORTH INDUSTRIAL BLVD	0		C		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	68	31	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
7699970	Atlanta Police Department	7/16/2020	18:35:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		C		2	0 Head On	On Roadway - Non-Intersection	Daylight	Dry	0	18	N/A	N/A	Passenger Car	Passenger Car
7723521	Atlanta Police Department	8/6/2020	12:41:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW CHATTAHOOC	CHATTAHOOCHEE AVE NW	0		O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	0	28	Unknown	Shoulder Belt Only Used	Tractor/Trailer	Sports Utility Vehicle (SUV)
7760421	Atlanta Police Department	8/31/2020	13:46:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW CHATTAHOOC	CHATTAHOOCHEE AVE NW	0		B		1	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	30	0	N/A	N/A	Passenger Car	Passenger Car
7783658	Atlanta Police Department	9/15/2020	13:45:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Daylight	Dry	28	56	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Other	Passenger Car
7813837	Atlanta Police Department	10/12/2020	6:54:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	63	N/A	Shoulder Belt Only Used	N/A	Tractor/Trailer	N/A
7819739	Atlanta Police Department	10/16/2020	8:10:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	39	46	Shoulder Belt Only Used	Shoulder Belt Only Used	Other	Sports Utility Vehicle (SUV)
7892491	Atlanta Police Department	10/17/2020	8:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE	ELLSWORTH INDUSTRIAL	0		O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	31	48	Unknown	Unknown	Sports Utility Vehicle (SUV)	Passenger Car
7820282	Atlanta Police Department	10/21/2020	13:29:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE AVE NW	0		C		1	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	27	34	Shoulder Belt Only Used	Shoulder Belt Only Used	Other	Passenger Car
7833579	Atlanta Police Department	10/28/2020	20:40:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE AVE NW	0		C		1	0 Rear End	On Roadway - Non-Intersection	DarkLighted	Wet	56	41	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
7845247	Atlanta Police Department	11/3/2020	14:47:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW CHATTAHOOC	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	21	34	Shoulder Belt Only Used	Shoulder Belt Only Used	Other	Passenger Car
7889780	Atlanta Police Department	12/16/2020	8:05:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Wet	37	32	Shoulder Belt Only Used	Shoulder Belt Only Used	Pickup Truck	Sports Utility Vehicle (SUV)
7919009	Atlanta Police Department	1/10/2021	2:30:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE AVE NW	0		C		1	0 Head On	On Roadway - Non-Intersection	DarkLighted	Dry	29	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
7926092	Atlanta Police Department	1/19/2021	9:46:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Angle	On Roadway - Non-Intersection	Daylight	Dry	19	47	Shoulder Belt Only Used	Shoulder Belt Only Used	Passenger Car	Van
7943007	Atlanta Police Department	1/26/2021	8:27:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW ELLSWORTH INDUSTRI	ELLSWORTH INDUSTRIAL BLVD	0		O		0	0 Rear End	On Roadway - Non-Intersection	Daylight	Wet	N/A	48	Unknown	Shoulder Belt Only Used	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)
7946039	Atlanta Police Department	2/6/2021	3:06:00	FULTON	Atlanta	1175 CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD	0		C		1	0 Angle	On Roadway - Non-Intersection	DarkLighted	Dry	28	35	Unknown	Unknown	Passenger Car	Passenger Car
8073970	Atlanta Police Department	5/24/2021	21:51:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL DR NW	0		B		1	0 Rear End	On Roadway - Non-Intersection	DarkLighted	Dry	30	30	Unknown	None Used	Passenger Car	Passenger Car
8084577	Atlanta Police Department	6/3/2021	1:38:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL DR NW	0		A		1	0 Not A Collision with Motor Vehicle	On Roadway - In Crosswalk	DarkLighted	Dry	29	N/A	Unknown	N/A	Passenger Car	N/A
8180412	Atlanta Police Department	8/18/2021	12:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD NW	0		C		1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	59	26	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Van	Passenger Car
8186805	Atlanta Police Department	8/23/2021	16:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE	0		O		0	0 Not A Collision with Motor Vehicle	Off Roadway	Daylight	Dry	30	N/A	Lap and Shoulder Belt Used	N/A	Passenger Car	N/A
8202454	Atlanta Police Department	9/4/2021	21:49:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW		0		A		2	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	20	30	Unknown	Unknown	Passenger Car	Passenger Car
8202493	Atlanta Police Department	9/5/2021	1:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW		0		C		1	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	26	49	None Used	None Used	N/A	N/A
8221681	Atlanta Police Department	9/13/2021	0:03:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL DR NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	30	19	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8266758	Atlanta Police Department	10/15/2021	18:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	81	22	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8267423	Atlanta Police Department	10/16/2021	9:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL DR NW	0	East	O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	N/A	34	Unknown	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8292485	Atlanta Police Department	11/1/2021	20:40:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Head On	On Roadway - Roadway Intersection	DarkLighted	Dry	46	23	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
8319805	Atlanta Police Department	11/21/2021	17:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	52	28	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
8350920	Atlanta Police Department	12/14/2021	15:30:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	ELLSWORTH DR NW	0		C		1	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	35	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8363870	Atlanta Police Department	12/23/2021	11:40:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C		2	0 Head On	On Roadway - Roadway Intersection	Daylight	Dry	37	37	Unknown	Unknown	Passenger Car	Passenger Car
8443074	Atlanta Police Department	3/1/2022	19:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	DarkLighted	Dry	39	N/A	Lap and Shoulder Belt Used	N/A	Tractor/Trailer	N/A
8444396	Atlanta Police Department	3/2/2022	18:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C		1	0 Head On	On Roadway - Roadway Intersection	Daylight	Dry	27	26	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8444893	Atlanta Police Department	3/3/2022	4:11:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW S	ELLSWORTH DR NW	0	West	C		1	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	36	50	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
8471299	Atlanta Police Department	3/24/2022	8:30:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE AVE NW	0	West	B		1	0 Head On	On Roadway - Roadway Intersection	Daylight	Dry	50	41	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8482356	Atlanta Police Department	4/2/2022	13:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	44	East	O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	41	58	Unknown	Unknown	Other	Passenger Car
8502615	Atlanta Police Department	4/19/2022	20:40:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkNot Lighte	Dry	29	50	Shoulder Belt Only Used	Shoulder Belt Only Used	N/A	Passenger Car
8535408	Atlanta Police Department	5/15/2022	21:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C		1	0 Head On	On Roadway - Roadway Intersection	DarkLighted	Dry	36	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)
8550674	Atlanta Police Department	5/16/2022	13:10:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	66	38	Unknown	Unknown	Passenger Car	Passenger Car
8540971	Atlanta Police Department	5/18/2022	18:55:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	40	42	Shoulder Belt Only Used	Shoulder Belt Only Used	Panel Truck	Passenger Car
8555411	Atlanta Police Department	5/31/2022	18:30:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	33	24	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
8558462	Atlanta Police Department	6/2/2022	16:10:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	N/A	34	N/A	Lap and Shoulder Belt Used	N/A	Tractor/Trailer
8598417	Atlanta Police Department	6/28/2022	15:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	N/A	35	Unknown	Lap and Shoulder Belt Used	N/A	Passenger Car
8599868	Atlanta Police Department	6/29/2022	17:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Wet	36	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8606854	Atlanta Police Department	7/6/2022	8:38:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Opposite Direction	On Roadway - Roadway Intersection	Daylight	Dry	42	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Single Unit Truck	Single Unit Truck
8615342	Atlanta Police Department	7/9/2022	17:46:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	30	29	Unknown	Unknown	Passenger Car	Passenger Car
8887146	Atlanta Police Department	7/28/2022	16:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	29	24	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Sports Utility Vehicle (SUV)
8681591	Atlanta Police Department	8/29/2022	20:38:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW N	ELLSWORTH DR NW	0	West	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	36	47	Lap Belt Only Used	Bicycle Helmet	Passenger Car	Motorcycle
8686855	Atlanta Police Department	9/2/2022	17:00:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	29	North	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	N/A	29	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	N/A	Passenger Car
8729994	Atlanta Police Department	10/6/2022	18:55:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C		1	0 Angle	On Roadway - Non-Intersection	DarkLighted	Dry	43	44	Lap and Shoulder Belt Used	Bicycle Helmet	Passenger Car	Motorcycle
8742139	Atlanta Police Department	10/16/2022	3:30:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		A		1	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	DarkLighted	Dry	N/A	N/A	Unknown	N/A	Passenger Car	N/A
8750222	Atlanta Police Department	10/21/2022	15:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW S	ELLSWORTH DR NW	0	West	C		1	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	22	37	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
8759931	Atlanta Police Department	10/24/2022	12:50:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	89	East	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	25	43	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8818209	Atlanta Police Department	12/10/2022	11:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	52	East	O		0	0 Angle	On Roadway - Driveway Intersection	Daylight	Dry	30	59	Unknown	Unknown	Sports Utility Vehicle (SUV)	Passenger Car
8853067	Atlanta Police Department	1/7/2023	8:38:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	50	West	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	42	36	Unknown	Unknown	Passenger Car	Sports Utility Vehicle (SUV)
8870187	Atlanta Police Department	1/22/2023	1:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	49	East	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkLighted	Wet	30	61	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8883321	Atlanta Police Department	2/1/2023	11:40:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Opposite Direction	On Roadway - Driveway Intersection	Daylight	Dry	22	27	Unknown	Lap and Shoulder Belt Used	Pickup Truck	Van
8909127	Atlanta Police Department	2/23/2023	19:33:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	36	78	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8936242	Atlanta Police Department	3/17/2023	15:33:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Water (stanc	19	32	Unknown	Unknown	Passenger Car	Passenger Car
8943543	Atlanta Police Department	3/23/2023	18:45:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	95	West	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	35	66	Unknown	Unknown	Passenger Car	Passenger Car
8962205	Atlanta Police Department	4/2/2023	18:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW E	ELLSWORTH DR NW	33	East	O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry	44	27	Unknown	Unknown	Tractor/Trailer	Passenger Car
8959252	Atlanta Police Department	4/5/2023	8:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Daylight	Dry	43	44	Unknown	Lap and Shoulder Belt Used	Single Unit Truck	Single Unit Truck
8969632	Atlanta Police Department	4/14/2023	7:20:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		C		2	0 Angle	On Roadway - Roadway Intersection	Daylight	Wet	32	28	Unknown	Unknown	Passenger Car	Passenger Car
9006127	Atlanta Police Department	5/11/2023	9:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Rear End	On Roadway - Driveway Intersection	Daylight	Dry	19	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9005942	Atlanta Police Department	5/12/2023	16:00:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	29	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
9024433	Atlanta Police Department	5/29/2023	16:06:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW N	ELLSWORTH DR NW	33	East	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	N/A	31	N/A	Lap and Shoulder Belt Used	Vehicle With Trailer	Passenger Car
9126946	Atlanta Police Department	8/28/2023	19:58:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Wet	30	28	Unknown	Unknown	Pickup Truck	Passenger Car
9146063	Atlanta Police Department	9/6/2023	5:30:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		C		2	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	60	33	Unknown	Unknown	Passenger Car	Passenger Car
9144213	Atlanta Police Department	9/10/2023	16:00:00	FULTON	Atlanta	ELLSWORTH DR NW E	CHATTAHOOCHEE AVE NW	42	South	O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	58	27	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9152710	Atlanta Police Department	9/17/2023	21:09:00	FULTON	Atlanta	ELLSWORTH DR NW E	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Opposite Direction	On Roadway - Driveway Intersection	DarkNot Lighte	Dry	20	31	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9159578	Atlanta Police Department	9/22/2023	21:37:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	52	North	O		0	0 Rear End	On Roadway - Roadway Intersection	DarkLighted	Dry	21	39	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9167561	Atlanta Police Department	9/22/2023	5:50:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Head On	On Roadway - Roadway Intersection	DarkLighted	Dry	20	32	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9199943	Atlanta Police Department	10/25/2023	19:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	27	29	Unknown	Unknown	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)
9211670	Atlanta Police Department	11/3/2023	3:00:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	0		C		1	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	30	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9230840	Atlanta Police Department	11/15/2023	8:00:00	FULTON	Atlanta	ELLSWORTH DR NW	CHATTAHOOCHEE AVE NW	5	North	O		0	0 Angle	On Roadway - Roadway Intersection	Daylight	Dry	27	28	Unknown	Unknown	Passenger Car	Passenger Car
9233777	Atlanta Police Department	11/18/2023	7:04:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW E	ELLSWORTH DR NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dawn	Dry	74	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Tractor/Trailer	Pickup Truck
9238931	Atlanta Police Department	11/18/2023	2:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	34	West	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	DarkNot Lighte	Dry	25	27	Unknown	Unknown	Passenger Car	Passenger Car
9266632	Atlanta Police Department	12/14/2023	12:45:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	27	West	O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	N/A	44	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Panel Truck	Passenger Car
9302327	Atlanta Police Department	1/16/2024	13:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	56	33	Unknown	Unknown	Sports Utility Vehicle (SUV)	Passenger Car
9313906	Atlanta Police Department	1/26/2024	16:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		O		0	0 Rear End	On Roadway - Roadway Intersection	Daylight	Dry	N/A	23	Unknown	Unknown	Passenger Car	Van
9349568	Atlanta Police Department	2/25/2024	15:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW W	ELLSWORTH DR NW	128	West	O		0	0 Sideswipe-Same Direction	On Roadway - Non-Intersection	Daylight	Dry	27	35	Unknown	Unknown	Sports Utility Vehicle (SUV)	Passenger Car
9364867	Atlanta Police Department	3/10/2024	4:07:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	0		C		1	0 Angle	On Roadway - Roadway Intersection	DarkLighted	Dry	27	28	Unknown	Unknown	Passenger Car	Passenger Car
9376989	Atlanta Police Department	3/17/2024	1:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE AVE NW	0		C		1	0 Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	Daylight	Dry	24	N/A	Unknown	N/A	Passenger Car	Passenger Car
9395125	Atlanta Police Department	4/4/2024	12:00:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	ELLSWORTH INDUSTRIAL BLVD NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	Daylight	Dry	72	54	Unknown	Unknown	Tractor/Trailer	Passenger Car
9403631	Atlanta Police Department	4/27/2024	1:19:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	CHATTAHOOCHEE AVE NW	0		O		0	0 Sideswipe-Same Direction	On Roadway - Roadway Intersection	DarkLighted	Dry	34	29	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Tractor/Trailer	Passenger Car
9451590	Atlanta Police Department	5/18/2024	2:45:00	FULTON	Atlanta	ELLSWORTH INDUSTRIAL BLVD NW	C

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	DistanceFrom	DirectionFrom	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
8819327	Atlanta Police Department	12/11/2022	16:49:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW N		0		C	1	0	Angle	On Roadway - Roadway Intersection	Daylight	Wet	32	36	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
8903431	Atlanta Police Department	2/18/2023	16:12:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH DR NW	424	West	C	1	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	27	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8952693	Atlanta Police Department	3/30/2023	20:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW W		0		O	0	0	Angle	On Roadway - Driveway Intersection	DarkNot Lighted	Dry	35	23	Unknown	Unknown	Passenger Car	Passenger Car
9033077	Atlanta Police Department	6/1/2023	8:30:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW W		0		B	1	0	Angle	On Roadway - Driveway Intersection	Daylight	Dry	28	23	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
9533017	Atlanta Police Department	7/26/2024	20:52:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	ELLSWORTH INDUSTRIAL BLVD NW	375	West	O	0	0	Angle	On Roadway - Roadway Intersection	DarkLighted	Wet	N/A	31	Unknown	Unknown	Passenger Car	Sports Utility Vehicle (SUV)

DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarr	U2FirstH	NumberOfVehicles	ComplaintInjuries	U1Factors	U2Factors	U1TrafficControl	U2TrafficCo	U1RoadComp	U2RoadComposition	U1RoadCharacter	U2RoadCharacter	U1RoadCon	U2RoadContrib	U1WorkZone	U2WorkZone	U1NumberOfLanes	U2NumberOfLanes	VisibleInjuries
West	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	1	Failed to Yield	No Contributing Fac	Lanes	Lanes	Black Top	Black Top	Straight and Level	Straight and Level	No Contribu	No Contributing	None	None	4	4	
South	West	Entering/Lea	Straight	Motor Vehic	Motor Ve	2	1	Failed to Yield	No Contributing Fac	Lanes	Lanes	Black Top	Black Top	Straight and Level	Straight and Level	No Contribu	No Contributing	None	None	2	2	
South	West	Entering/Lea	Straight	Motor Vehic	Motor Ve	2		Failed to Yield	No Contributing Fac	Lanes	Lanes	Black Top	Black Top	Curve and Level	Curve and Level	No Contribu	No Contributing	None	None	4	4	
North	West	Turning Left	Straight	Motor Vehic	Motor Ve	2		Failed to Yield	Other Unit Contribut	Lanes	Lanes	Concrete	Concrete	Straight and Level	Straight and Level	No Contribu	No Contributing	Active Work Zon	Active Work Zone - Workers Pre	4	4	1
West	South	Turning Right	Stopped	Motor Vehic	Motor Ve	2		Improper Turn	Other Unit Contribut	Lanes	Lanes	Concrete	Concrete	Straight and Level	Straight and Level	No Contribu	No Contributing	None	None	4	4	

AccidentNo	AgencyName	Date	Time	County	City	Route	IntersectingRoute	DistanceFrom	DirectionFrom	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Light	Surface	DriverAge1	DriverAge2	DriverSafetyEquip1	DriverSafetyEquip2	VehType1	VehType2
7600689	Atlanta Police Department	3/18/2020	9:15:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	0		B	1	0	Angle	On Roadway - Non-Intersection	Daylight	Dry	63	47	Unknown	Unknown	Pickup Truck	Sports Utility Vehicle (SUV)
8010172	Atlanta Police Department	7/26/2021	13:20:00	FULTON	Atlanta	SOUTHLAND CIR NW	CHATTAHOOCHEE AVE NW	66	East	O	0	0	Angle	On Roadway - Non-Intersection	Daylight	Dry	58	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Pickup Truck	Passenger Car
8162053	Atlanta Police Department	8/3/2021	15:33:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW		0		O	0	0	Angle	On Roadway - Non-Intersection	Daylight	Dry	N/A	23	Unknown	Unknown	Sports Utility Vehicle (SUV)	Passenger Car
8306303	Atlanta Police Department	11/12/2021	9:10:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE ROW NW	0		A	1	0	Rear End	On Roadway - Roadway Intersection	Daylight	Dry	32	47	Unknown	Unknown	Logging Tractor/Trailer	Passenger Car
8410827	Atlanta Police Department	2/3/2022	13:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE ROW NW	0		O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Water (stanc	24	59	Unknown	Unknown	Passenger Car	Passenger Car
8442713	Atlanta Police Department	3/1/2022	11:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	0		O	0	0	Rear End	On Roadway - Non-Intersection	Daylight	Dry	66	43	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Van
8473782	Atlanta Police Department	3/26/2022	17:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	33	East	O	0	0	Angle	On Roadway - Non-Intersection	Daylight	Dry	49	35	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)
8535406	Atlanta Police Department	5/15/2022	20:40:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	0		O	0	0	Angle	On Roadway - Driveway Intersection	DarkLight	Dry	24	22	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8746943	Atlanta Police Department	10/19/2022	20:55:00	FULTON	Atlanta	CHATTAHOOCHEE ROW NW	CHATTAHOOCHEE AVE NW	0	South	O	0	0	Angle	On Roadway - Non-Intersection	DarkLight	Dry	43	21	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
8781198	Atlanta Police Department	11/12/2022	12:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE ROW NW	0		O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	59	32	Unknown	Unknown	Passenger Car	Passenger Car
8887544	Atlanta Police Department	2/4/2023	21:50:00	FULTON	Atlanta	CHATTAHOOCHEE ROW NW	CHATTAHOOCHEE AVE NW	0		O	0	0	Sideswipe-Opposite Direc	On Roadway - Non-Intersection	DarkLight	Dry	N/A	29	Unknown	Unknown	N/A	Sports Utility Vehicle (SUV)
8914353	Atlanta Police Department	2/28/2023	10:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE ROW NW	40	East	O	0	0	Sideswipe-Same Directio	On Roadway - Driveway Intersection	Daylight	Dry	23	23	None Used	None Used	Other	Passenger Car
8929331	Atlanta Police Department	3/12/2023	20:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	35	West	O	0	0	Sideswipe-Same Directio	On Roadway - Roadway Intersection	Daylight	Dry	49	31	Unknown	Unknown	Passenger Car	Passenger Car
8997235	Atlanta Police Department	5/5/2023	16:26:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	CHATTAHOOCHEE ROW NW	48	North	O	0	0	Rear End	On Roadway - Non-Intersection	Daylight	Wet	62	64	Unknown	Unknown	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)
9029841	Atlanta Police Department	6/2/2023	13:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	N	0		O	0	0	Angle	On Roadway - Roadway Intersection	Daylight	Dry	26	30	Unknown	Unknown	Passenger Car	Passenger Car
9046121	Atlanta Police Department	6/17/2023	18:25:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	44	East	C	3	0	Sideswipe-Opposite Direc	On Roadway - Roadway Intersection	Daylight	Dry	23	30	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9076103	Atlanta Police Department	7/15/2023	21:55:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	0		O	0	0	Angle	On Roadway - Driveway Intersection	DarkLight	Dry	34	26	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9106343	Atlanta Police Department	8/11/2023	16:00:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	70	West	O	0	0	Rear End	On Roadway - Roadway Intersection	Daylight	Dry	20	46	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Passenger Car	Passenger Car
9229984	Atlanta Police Department	11/15/2023	8:48:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	0		O	0	0	Rear End	On Roadway - Roadway Intersection	Daylight	Dry	59	28	Unknown	Unknown	Pickup Truck	Passenger Car
9532536	Atlanta Police Department	7/25/2024	13:40:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	SOUTHLAND CIR NW	78	West	O	0	0	Sideswipe-Same Directio	On Roadway - Roadway Intersection	Daylight	Dry	24	67	N/A	Lap and Shoulder Belt Used	N/A	Passenger Car
9566789	Atlanta Police Department	8/22/2024	20:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW		145	West	O	0	0	Angle	Private Property	Daylight	Dry	39	43	Lap and Shoulder Belt Used	Lap and Shoulder Belt Used	Sports Utility Vehicle (SUV)	Passenger Car
9736081	Atlanta Police Department	12/31/2024	5:20:00	FULTON	Atlanta	CHATTAHOOCHEE AVE NW	PERMALUME PL NW	141	West	O	0	0	Not A Collision with Moto	Off Roadway - Sidewalk	Dusk	Dry	49	N/A	Unknown	N/A	Passenger Car	N/A

DirVeh1	DirVeh2	MnvrVeh1	MnvrVeh2	U1FirstHarr	U2FirstH	NumberOfVehicles	MappedLatDecimal	MappedLongDecim	PrivateProperty	VisibleInjuries	U1Factors	U2Factors	U1TrafficControl	U2TrafficControl	U1RoadC	U2RoadCon	U1RoadCharact	U2RoadCharact	U1NumberOfLanes	U2NumberOfLanes	SeriousInjuries
West	East	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.801499	-84.429734	N		1 Changed Lai	No Contributir	Lanes	Lanes	Concrete	Concrete	Straight and Lev	Straight and Lev	0	0	
West	East	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80147	-84.429701	N		Failed to Yie	No Contributir	Lanes	No Control Present	Concrete	Concrete	Straight and Lev	Straight and Lev	4	4	
West	North	Entering/Lea	Straight	Motor Vehic	Motor Ve	2	33.801603	-84.429784	N		Failed to Yie	No Contributir	No Control Present	No Control Present	Black Top	Black Top	Curve and Level	Curve and Level	2	2	
North	South	Backing	Straight	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N		Improper Ba	No Contributir	No Control Present	No Control Present	Black Top	Black Top	Straight and Lev	Straight and Lev	4	4	1
North	North	Changing Lai	Straight	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N	Changed Lanes Imp	No Contribu	No Control Pre	No Control Present	Black Top	Black Top	Straight and	Straight and Lev	Road Surface Cc	4	Two-Way Trafficway with no physical separation	
South	South	Changing Lai	Straight	Motor Vehic	Motor Ve	2	33.80162	-84.4299	N	Changed Lanes Imp	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with a physical separation	
None	None	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80158	-84.429803	N	Improper Turn	No Contribu	No Control Pre	Lanes	Concrete	Concrete	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with no physical separation	
West	East	Turning Left	Turning Le	Motor Vehic	Motor Ve	2	33.80162	-84.4299	N	Improper Turn	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with no physical separation	
South	West	Entering/Lea	Straight	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N	Failed to Yield	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with no physical separation	
South	South	Changing Lai	Straight	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N	Changed Lanes Imp	No Contribu	Traffic Signal	Traffic Signal	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with no physical separation	
North	North	Straight	Turning Le	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N	Reckless Driving	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with no physical separation	
West	North	Changing Lai	Turning Ri	Motor Vehic	Motor Ve	2	33.80139	-84.42954	N	Changed Lanes Imp	No Contribu	No Control Pre	No Control Present	Concrete	Concrete	Curve on Hil	Curve on Hillcre	No Contributing	4	Two-Way Trafficway with no physical separation	
East	East	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.801684	-84.429984	N	No Contributing Fac	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with no physical separation	
South	South	Straight	Stopped	Motor Vehic	Motor Ve	3	33.801549	-84.429754	N	Following too Close	No Contribu	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with no physical separation	
North	None	Turning Right	Straight	Motor Vehic	Motor Ve	2	33.80145	-84.42965	N	Improper Turn	Non-Operati	Lanes	Lanes	Concrete	Concrete	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with a physical separation	
South	North	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.801598	-84.429759	N	Improper Turn	Non-Operati	No Control Pre	Lanes	Black Top	Black Top	Straight on C	Straight and Lev	No Contributing	4	Two-Way Trafficway with no physical separation	
East	West	Turning Left	Straight	Motor Vehic	Motor Ve	2	33.80162	-84.4299	N	Failed to Yield	Non-Operati	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with a physical barrier	
South	South	Straight	Straight	Motor Vehic	Motor Ve	2	33.801727	-84.430092	N	Following too Close	Non-Operati	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	4	Two-Way Trafficway with a physical barrier	
South	South	Straight	Straight	Motor Vehic	Motor Ve	2	33.80162	-84.4299	N	Following too Close	Other - Deta	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	1	One-Way Trafficway	
N/A	North	N/A	Straight	Motor Vehic	Motor Ve	2	33.801698	-84.430002	N	Failed to Yield	Other Unit C	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with no physical separation	
N/A	North	Turning Right	Entering/L	Motor Vehic	Motor Ve	2	33.80182	-84.430165	Y	Failed to Yield	Failed to Yie	Lanes	Lanes	Black Top	Black Top	Straight and	Straight and Lev	No Contributing	2	Two-Way Trafficway with no physical separation	
East	N/A	Straight	N/A	Other - Fixec	N/A	1	33.801819	-84.430151	N	Under the Influence	N/A	Lanes	N/A	Black Top	N/A	Straight and	N/A	No Contributing	0	Two-Way Trafficway with no physical separation	

AccidentNo	AgencyName	Date	Time	County	Route	IntersectingRoute	CrashSeverity	Injuries	Fatalities	MannerOfCollision	LocationOfImpact	Surface	DriverAge1	DriverAge2	VehType1	VehType2	MnvrVeh1	MnvrVeh2	NumberOfVehicles	U1Factors	U1NumberOfLanes	U2NumberOfLanes	ComplaintInjuries	VisibleInjuries
7511088	Atlanta Police Department	1/8/2020	10:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	63	46	Sports Utility Vehicle (SUV)	Passenger Car	Entering/Leaving Driveway	Straight	2	Failed to Yield	4	4		
7537126	Atlanta Police Department	1/30/2020	18:16:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	21	36	Passenger Car	Passenger Car	Straight	Straight	2	Following too Close	2	2		
7537071	Atlanta Police Department	1/31/2020	20:15:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	26	48	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	2	2		
7561791	Atlanta Police Department	2/24/2020	9:33:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Non-Intersection	Wet	41	31	Passenger Car	Passenger Car	Turning Left	Straight	2	Failed to Yield	4	4		1
7575984	Atlanta Police Department	3/3/2020	14:35:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	23	35	Passenger Car	Passenger Car	Turning Left	Turning Left	2	Changed Lanes Improperly	2	2		
7581452	Atlanta Police Department	3/6/2020	17:34:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	0	59	Sports Utility Vehicle (SUV)	Passenger Car	Changing Lanes	Straight	2	Other - Details in Narrative	4	4		
7604096	Atlanta Police Department	3/24/2020	15:51:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Head On	On Roadway - Non-Intersection	Dry	40	38	Passenger Car	Passenger Car	Other	Straight	2	Failed to Yield	0	0		
7636423	Atlanta Police Department	5/6/2020	13:07:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	4	0	Rear End	On Roadway - Non-Intersection	Dry	19	42	Passenger Car	Tractor/Trailer	Turning Left	Turning Left	2	Changed Lanes Improperly	3	3		4
7657534	Atlanta Police Department	6/6/2020	15:51:00	FULTON	1678 HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	0	29	Sports Utility Vehicle (SUV)	Passenger Car	Straight	Stopped	2	Following too Close;Other - Details in Narrative	2	2		
7661792	Atlanta Police Department	6/10/2020	12:08:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Wet	21	29	Passenger Car	Passenger Car	Making U-turn	Straight	2	Improper Turn	0	0		
7711249	Atlanta Police Department	7/27/2020	13:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	2	0	Angle	On Roadway - Non-Intersection	Dry	26	31	Passenger Car	Passenger Car	Turning Left	Straight	5	Changed Lanes Improperly	2	2		2
7762138	Atlanta Police Department	8/1/2020	15:15:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	60	38	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	0	0		
7753524	Atlanta Police Department	8/14/2020	6:57:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	2	0	Angle	On Roadway - Roadway Intersection	Wet	26	46	Passenger Car	Pickup Truck	Turning Left	Straight	2	Failed to Yield;Other - Details in Narrative	2	2		1
7753586	Atlanta Police Department	8/14/2020	16:27:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	0	0	Passenger Car	Passenger Car	Straight	Stopped	2	No Contributing Factors	2	2		
7767673	Atlanta Police Department	9/6/2020	16:15:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Dry	27	25	Passenger Car	Passenger Car	Turning Left	Straight	2	No Contributing Factors	2	2		
7771929	Atlanta Police Department	9/8/2020	15:52:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	39	51	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	0	0		
7768979	Atlanta Police Department	9/9/2020	13:20:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	40	32	Single Unit Truck	Sports Utility Vehicle (SUV)	Turning Right	Turning Right	4	Improper Turn	4	4		
7779722	Atlanta Police Department	9/16/2020	8:24:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Dry	23	27	Pickup Truck	Pickup Truck	Straight	Straight	2	Changed Lanes Improperly	2	4		
7784264	Atlanta Police Department	9/21/2020	15:59:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	29	57	Passenger Car	Passenger Car	Turning Left	Straight	2	Failed to Yield	4	4		1
7793258	Atlanta Police Department	9/21/2020	22:26:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	B	2	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	21	23	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	4	4		2
7790710	Atlanta Police Department	9/24/2020	10:55:00	FULTON	1667 HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Wet	30	48	Sports Utility Vehicle (SUV)	Pickup Truck	Entering/Leaving Driveway	Straight	2	Failed to Yield;Misjudged Clearance	2	2		
7796599	Atlanta Police Department	9/28/2020	16:14:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	32	36	Passenger Car	Passenger Car	Straight	Straight	2	No Contributing Factors	2	2		
7790577	Atlanta Police Department	9/29/2020	5:55:00	FULTON	CHATTAHOOCHEE AVE	HOWELL MILL RD	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	54	48	Passenger Car	Passenger Car	Changing Lanes	Changing Lanes	2	Changed Lanes Improperly	2	2		
7791868	Atlanta Police Department	9/29/2020	9:36:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Wet	0	47	Sports Utility Vehicle (SUV)	Passenger Car	Straight	Turning Left	2	Changed Lanes Improperly	2	2		
7813872	Atlanta Police Department	10/13/2020	13:56:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	25	55	Passenger Car	Passenger Car	Turning Right	Straight	2	Failed to Yield	0	0		
7818110	Atlanta Police Department	10/16/2020	14:02:00	FULTON	1678 HOWELL MILL RD NW		C	1	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	0	40	Sports Utility Vehicle (SUV)	Other	Turning Left	Stopped	2	Improper Turn	3	3		1
7839743	Atlanta Police Department	10/26/2020	15:56:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	0	40	Passenger Car	Sports Utility Vehicle (SUV)	Turning Right	Straight	2	No Contributing Factors	2	2		
7844329	Atlanta Police Department	11/8/2020	18:18:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	0	34	Passenger Car	Passenger Car	Straight	Straight	2	No Contributing Factors	2	2		
7860313	Atlanta Police Department	11/13/2020	14:41:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	0	20	N/A	Passenger Car	Straight	Turning Left	2	No Contributing Factors	2	2		
7894251	Atlanta Police Department	12/5/2020	22:21:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	1	0	Rear End	On Roadway - Non-Intersection	Dry	N/A	39	Passenger Car	Passenger Car	Straight	Turning Left	2	Too Fast For Conditions	4	4		1
7931044	Atlanta Police Department	12/6/2020	6:53:00	FULTON	890 CHATTAHOOCHEE AVE NW		C	2	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	N/A	19	N/A	Passenger Car	Changing Lanes	Straight	0	Other - Details in Narrative	0	0		2
7880597	Atlanta Police Department	12/7/2020	11:50:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	44	53	Passenger Car	Passenger Car	Straight	Stopped	2	Following too Close	2	2		
7883063	Atlanta Police Department	12/9/2020	13:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	36	21	Pickup Truck	Motorcycle	Turning Left	Straight	2	Failed to Yield	4	4		1
7917579	Atlanta Police Department	1/4/2021	12:51:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	18	25	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	2	2		
7918574	Atlanta Police Department	1/8/2021	9:11:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Wet	35	30	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	Failed to Yield	4	4		
7931181	Atlanta Police Department	1/20/2021	21:31:00	FULTON	1678 HOWELL MILL RD NW		C	1	0	Rear End	On Roadway - Non-Intersection	Dry	29	38	Passenger Car	Van	Straight	Stopped	2	Following too Close	3	3		1
7931155	Atlanta Police Department	1/22/2021	13:51:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	28	32	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	No Contributing Factors	2	2		
7935115	Atlanta Police Department	1/26/2021	11:55:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	34	34	Pickup Truck	Passenger Car	Straight	Straight	2	Following too Close	4	4		
7943043	Atlanta Police Department	1/30/2021	15:25:00	FULTON	HOWELL MILL RD NW		O	0	0	Angle	On Roadway - Non-Intersection	Dry	25	34	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	Misjudged Clearance	4	4		
7945992	Atlanta Police Department	1/31/2021	17:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	1	0	Angle	On Roadway - Non-Intersection	Wet	31	34	Passenger Car	Sports Utility Vehicle (SUV)	Turning Right	Turning Right	2	Following too Close	4	4		
7948500	Atlanta Police Department	2/2/2021	12:50:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	0	0	Angle	On Roadway - Non-Intersection	Dry	32	32	Farm or Construction Equip.	Van	Turning Left	Stopped	2	Misjudged Clearance	2	2		1
7946065	Atlanta Police Department	2/3/2021	16:52:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	44	24	Passenger Car	Van	Straight	Straight	2	Disregard Stop Sign/Signal	4	4		
7956278	Atlanta Police Department	2/10/2021	14:37:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	2	0	Angle	On Roadway - Non-Intersection	Dry	39	24	Passenger Car	Passenger Car	Turning Left	Straight	2	Failed to Yield	3	3		2
7954294	Atlanta Police Department	2/11/2021	13:31:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Wet	34	38	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	Failed to Yield	4	4		
7959578	Atlanta Police Department	2/18/2021	15:05:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	47	51	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	Failed to Yield	4	4		1
7967357	Atlanta Police Department	2/21/2021	23:20:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	24	32	Truck Towing House Trailer	Passenger Car	Turning Right	Turning Right	2	Changed Lanes Improperly;Improper Turn;Misjudged Clearanc	2	2		
7967360	Atlanta Police Department	2/22/2021	11:19:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Non-Intersection	Wet	56	51	Passenger Car	Passenger Car	Straight	Changing Lanes	2	Following too Close	2	2		
7981297	Atlanta Police Department	2/25/2021	17:50:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	29	61	Passenger Car	Pickup Truck	Straight	Straight	2	No Contributing Factors	2	2		
8004095	Atlanta Police Department	3/29/2021	15:33:00	FULTON	1678 HOWELL MILL RD NW	RD	O	0	0	Sideswipe-Opposite Direction	Private Property	Dry	N/A	38	Sports Utility Vehicle (SUV)	Van	Passing	Parked	2	Misjudged Clearance	2	2		
8017635	Atlanta Police Department	4/9/2021	11:30:00	FULTON	CHATTAHOOCHEE AVE NW	DEFOOR CIR NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	44	49	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	3	Failed to Yield	2	2		1
8027706	Gsp Post 00	4/9/2021	10:52:00	FULTON	HOWELL MILL ROAD	CHATTAHOOCHEE AVENUE	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	N/A	25	Panel Truck	Single Unit Truck	Passing	Passing	4	Improper Passing	4	4		
8021792	Atlanta Police Department	4/13/2021	8:10:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	23	55	N/A	N/A	Turning Right	Turning Right	2	No Contributing Factors	2	2		
8024536	Atlanta Police Department	4/15/2021	8:55:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	29	28	N/A	N/A	Turning Left	Straight	2	No Contributing Factors	2	2		
8024811	Atlanta Police Department	4/15/2021	13:02:00	FULTON	HOWELL MILL RD	HOLMES ST NW	O	0	0	Angle	On Roadway - In Crosswalk	Dry	26	66	Passenger Car	Logging Tractor/Trailer	Straight	Turning Left	2	Reckless Driving	4	4		
8026546	Atlanta Police Department	4/16/2021	15:21:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	19	51	Passenger Car	N/A	Straight	Stopped	2	Following too Close	2	2		
8041237	Atlanta Police Department	4/28/2021	17:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	59	23	Passenger Car	Passenger Car	Backing	Stopped	2	Improper Backing	4	4		
8042786	Atlanta Police Department	4/29/2021	22:00:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	C	1	0	Angle	On Roadway - Driveway Intersection	Dry	51	27	Other	Passenger Car	Turning Left	Straight	3	Failed to Yield	3	3		1
8044456	Atlanta Police Department	4/30/2021	16:31:00	FULTON	HOWELL MILL RD	HOLMES ST NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	23	28	Passenger Car	Passenger Car	Straight	Straight	2	Following too Close	2	2		
8044845	Atlanta Police Department	5/1/2021	19:06:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Dry	40	30	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	No Contributing Factors	4	4		
8052870	Atlanta Police Department	5/7/2021	18:11:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	30	26	Passenger Car	Passenger Car	Turning Right	Turning Right	2	Following too Close	4	4		
8063657	Atlanta Police Department	5/16/2021	21:00:00	FULTON	HOWELL MILL RD	HOLMES ST NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	31	58	Passenger Car	Sports Utility Vehicle (SUV)	Turning Right	Straight	2	No Contributing Factors	4	4		
8070439	Atlanta Police Department	5/21/2021	18:37:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	52	30	Passenger Car	Passenger Car	Passing	Entering/Leaving Driveway	4	Other - Details in Narrative	4	4		
8079364	Atlanta Police Department	5/29/2021	7:30:00	FULTON	DEFOOR AVE NW	SPRINGER ST NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	41	22	Pickup Truck	Passenger Car	Backing	Straight	2	Failed to Yield;Aggressive Driving	2	2		1
8080354	Atlanta Police Department	5/30/2021	15:30:00	FULTON	CHATTAHOOCHEE AVE NW	DEFPPR	C	1	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	49	31	N/A	N/A	Changing Lanes	Straight	2	Changed Lanes Improperly	3	3		1
8081340	Atlanta Police Department	5/31/2021	23:00:00	FULTON	HOWELL MILL RD	HOLMES ST NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	N/A	37	Passenger Car	Passenger Car	Changing Lanes	Entering/Leaving Parking	2	No Contributing Factors	2	2		
8091704	Atlanta Police Department	6/8/2021	11:30:00	FULTON	HOWELL MILL RD	VERNER ST NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	29	23	Passenger Car	Passenger Car	N/A	Straight	2	Failed to Yield	4	4		1
8108141	Atlanta Police Department	6/21/2021	14:30:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	37	33	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	No Contributing Factors	4	4		
8118349	Atlanta Police Department	7/2/2021	14:20:00	FULTON	HOWELL MILL RD	HOLMES ST NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	51	34	Passenger Car	Passenger Car	Turning Left	Straight	2	Failed to Yield	2	2		
8123346	Atlanta Police Department	7/3/2021	13:45:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	18	60	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	5	5		
8144568	Atlanta Police Department	7/20/2021	20:20:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	C	1	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Wet	30	28	N/A	N/A	Straight	Straight	2	Disregard Other Traffic Contro	3	3		1
8148023	Atlanta Police Department	7/23/2021	8:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	N/A	22	Passenger Car	Single Unit Truck	Turning Left	Stopped	2	Following too Close	4	4		
8161503	Atlanta Police Department	8/3/2021	8:40:00	FULTON	HOLMES ST NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	21	43	Sports Utility Vehicle (SUV)	Van	Negotiating A Curve	Negotiating A Curve	2	Following too Close	1	1		
8163058	Atlanta Police Department	8/4/2021	11:15:00	FULTON	HOWELL MILL RD		O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	50	71	Pickup Truck	Sports Utility Vehicle (SUV)	Turning Right	Stopped	2	Misjudged Clearance	4	4		
8164813	Atlanta Police Department	8/4/2021	13:20:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	59	53	Other	Passenger Car	Straight	Straight	2	Following too Close	5	5		
8171041	Atlanta Police Department	8/10/2021	12:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	C	1	0	Angle	On Roadway - Non-Intersection	Dry	32	36	Passenger Car	N/A	Changing Lanes	Straight	2	Changed Lanes Improperly	2	2		1
8171078	Atlanta Police Department	8/10/2021	13:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	33	82	Pickup Truck	Pickup Truck	Changing Lanes	Other	4	Misjudged Clearance	4	4		
8175425	Atlanta Police Department	8/14/2021	15:31:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	22	42	Passenger Car	Passenger Car	Straight	Straight	2	Following too Close	2	2		
8215374	Atlanta Police Department	9/7/2021	19:31:00	FULTON	CHATTAHOOCHEE AVE NW		O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	27	22	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Changed Lanes Improperly	2	2		
8216841	Atlanta Police Department	9/8/2021	18:30:00	FULTON	HOWELL MILL RD		O	0	0	Rear End	On Roadway - Non-Intersection	Dry	16	25	Passenger Car	Sports Utility Vehicle (SUV)	Straight	Straight	2	Following too Close	2	2		
8218419	Atlanta Police Department	9/9/2021	21:49:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Opposite Direction	Off Roadway	Dry	36	37	N/A	N/A	Turning Left	Parked	2	No Contributing Factors	1	1		
8220463	Atlanta Police Department	9/11/2021	16:00:00	FULTON	HOWELL MILL RD	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Dry	44	62	Passenger Car	Passenger Car	Turning Left	Turning Right	4	Other - Details in Narrative	4	4		
8234121	Atlanta Police Department	9/21/2021	16:52:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Head On	On Roadway - Non-Intersection	Dry	67	21	Sports Utility Vehicle (SUV)	Passenger Car	Turning Left	Straight	2	Failed to Yield	4	4		
8236944	Atlanta Police Department	9/23/2021	17:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Head On	On Roadway - Non-Intersection	Dry	33	32	Passenger Car	Sports Utility Vehicle (SUV)	Entering/Leaving Driveway	Stopped	2	Failed to Yield	1	1		
8249026	Atlanta Police Department	9/24/2021	20:06:00	FULTON	CHATTAHOOCHEE AVE NW	HOLMES ST NW	C	1	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	37	35	Passenger Car	Sports Utility Vehicle (SUV)	Changing Lanes	Straight	3	Changed Lanes Improperly	2	2		1
8243992	Atlanta Police Department	9/28/2021	23:50:00	FULTON	HOWELL MILL RD N	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	32	20	N/A	N/A	Turning Left	Turning Right	2	Improper Turn	2	2		
8244536	Atlanta Police Department	10/7/2021	11:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	N/A	55	Passenger Car	Tractor/Trailer	Backing	Stopped	2	Improper Backing	2	2		
8260913	Atlanta Police Department	10/11/2021	16:30:00	FULTON	CHATTAHOOCHEE AVE NW	W	C	1	0	Angle	On Roadway - Non-Intersection	Dry	23	18	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	Failed to Yield	4	4		1
8267949	Atlanta Police Department	10/16/2021	18:45:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	N/A	20	N/A	Passenger Car	N/A	Straight	2	Misjudged Clearance	4	4		
8287649	Atlanta Police Department	10/24/2021	2:30:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	Private Property	Dry	N/A	27	N/A	Passenger Car	N/A	Parked	2	Improper Backing	2	2		
8282890	Atlanta Police Department	10/27/2021	7:37:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	26	63	Passenger Car	N/A	Changing Lanes	Turning Right	2	Changed Lanes Improperly	2	2		
8301423	Atlanta Police Department	11/3/2021	20:05:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	20	30	Passenger Car	Passenger Car	Straight	Straight	2	Other - Details in Narrative	2	2		1
8308188	Atlanta Police Department	11/13/2021	16:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	52	40	N/A	Passenger Car	N/A	Entering/Leaving Driveway	2	No Contributing Factors	4	4		
8321637	Atlanta Police Department	11/22/2021	12:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	39	48	Passenger Car	N/A	Turning Left	Straight	4	Improper Turn	4	4		1
8332397	Atlanta Police Department	12/1/2021	16:20:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	48	23	Passenger Car	Passenger Car	Making U-turn	Straight	2	Failed to Yield;Improper Turn	4	4		
8336887	Atlanta Police Department	12/3/2021	15:10:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Driveway Intersection	Dry	48	34	Pickup Truck	Passenger Car	Entering/Leaving Driveway	Straight	3	Failed to Yield	3	3		1
8346555	Atlanta Police Department	12/11/2021	19:00:00	FULTON	HOWELL MILL RD NW	S	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	32	29	Passenger Car	Passenger Car	Straight	Turning Left	2	Disregard Other Traffic Contro	4	4		
8364038	Atlanta Police Department	12/23/2021	15:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	52	33	Passenger Car	Passenger Car	Turning Right	Turning Right	2	No Contributing Factors	4	4

8621484	Atlanta Police Department	7/19/2022	12:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	24	50	Sports Utility Vehicle (SUV)	Tractor/Trailer	Changing Lanes	Straight	2	None	2	Vehicle		
8628844	Atlanta Police Department	7/24/2022	17:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Head On	On Roadway - Non-Intersection	Dry	26	29	Passenger Car	Passenger Car	Straight	Straight	2	None	2	Vehicle		1
8632398	Atlanta Police Department	7/28/2022	16:20:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	34	24	Passenger Car	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
8641690	Atlanta Police Department	8/4/2022	17:00:00	FULTON	HOLMES ST NW	HOWELL MILL RD NW	C	1	0	Rear End	On Roadway - Roadway Intersection	Dry	22	57	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Straight	Stopped	2	None	4	Vehicle		1
8657540	Atlanta Police Department	8/17/2022	17:04:00	FULTON	HOWELL MILL RD NW E	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	36	47	Van	Pickup Truck	Straight	Straight	2	None	4	Vehicle		
8711685	Atlanta Police Department	9/22/2022	19:30:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	54	25	Sports Utility Vehicle (SUV)	Passenger Car	Changing Lanes	Straight	3	None	5	Vehicle		
8716957	Atlanta Police Department	9/27/2022	9:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Opposite Direction	On Roadway - Non-Intersection	Dry	52	58	Passenger Car	Pickup Truck	Passing	Stopped	2	None	4	Vehicle		
8730105	Atlanta Police Department	10/6/2022	22:05:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	21	25	Passenger Car	Passenger Car	Turning Right	Straight	2	None	4	Vehicle		
8758951	Atlanta Police Department	10/28/2022	11:05:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Not A Collision with Motor Vehicle	On Roadway - Non-Intersection	Dry	22	42	Pedacycle, Bicycle	Passenger Car	Entering/Leaving Driveway	Straight	1	None	2	Vehicle		1
8765871	Atlanta Police Department	11/2/2022	16:27:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	37	58	Passenger Car	Passenger Car	Straight	Stopped	2	None	4	Vehicle		
8780611	Atlanta Police Department	11/11/2022	20:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	27	50	Passenger Car	Passenger Car	Straight	Straight	2	None	2	Vehicle		
8789025	Atlanta Police Department	11/4/2022	10:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	64	28	Passenger Car	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		
8814459	Atlanta Police Department	12/7/2022	16:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	22	36	Pickup Truck	Passenger Car	Turning Right	Straight	2	None	2	Vehicle		
8834922	Atlanta Police Department	12/22/2022	8:59:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Wet	44	34	Passenger Car	Sports Utility Vehicle (SUV)	Straight	Turning Left	2	None	3	Vehicle		
8836202	Atlanta Police Department	12/23/2022	11:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	36	24	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	4	Vehicle		
8857301	Atlanta Police Department	1/10/2023	9:45:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	49	58	Sports Utility Vehicle (SUV)	Tractor/Trailer	Straight	Turning Right	3	None	2	Vehicle		
8862799	Atlanta Police Department	1/16/2023	23:22:00	FULTON	HOLMES ST NW	HOWELL MILL RD NW	C	2	0	Angle	On Roadway - Roadway Intersection	Dry	21	31	Pickup Truck	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		2
8871313	Atlanta Police Department	1/22/2023	12:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Water (stanc	53	22	Sports Utility Vehicle (SUV)	Passenger Car	Turning Right	Turning Right	2	None	4	Vehicle		
8880839	Atlanta Police Department	1/28/2023	16:39:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Head On	On Roadway - Driveway Intersection	Dry	50	31	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	None	2	Vehicle		
8883927	Atlanta Police Department	1/27/2023	20:30:00	FULTON	CHATTAHOOCHEE AVE NW N		O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	54	26	Other	Passenger Car	Entering/Leaving Driveway	Straight	2	None	2	Vehicle		
8888396	Atlanta Police Department	1/27/2023	22:00:00	FULTON	CHATTAHOOCHEE AVE NW N	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Driveway Intersection	Dry	48	53	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	2	Vehicle		
8894070	Atlanta Police Department	2/10/2023	9:50:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	65	39	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Passing	Turning Right	2	None	5	Vehicle		
8901992	Atlanta Police Department	2/17/2023	7:50:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Head On	On Roadway - Roadway Intersection	Water (stanc	76	38	Passenger Car	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		
8908091	Atlanta Police Department	2/22/2023	9:49:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	23	40	Sports Utility Vehicle (SUV)	Van	Turning Left	Straight	2	None	4	Vehicle		
8926958	Atlanta Police Department	3/10/2023	9:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Wet	N/A	45	Passenger Car	Passenger Car	Backing	Turning Left	2	None	2	Vehicle		
8931912	Atlanta Police Department	3/14/2023	16:14:00	FULTON	HOWELL MILL RD NW W	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	52	26	Passenger Car	Passenger Car	Straight	Stopped	2	None	3	Vehicle		
8932726	Atlanta Police Department	2/24/2023	11:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Head On	On Roadway - Driveway Intersection	Dry	41	42	Passenger Car	Passenger Car	Turning Left	Straight	2	None	3	Vehicle		
8954099	Atlanta Police Department	3/31/2023	19:17:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	B	1	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	56	15	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Changing Lanes	Straight	2	1 None	4	Vehicle		
8959056	Atlanta Police Department	4/5/2023	9:08:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	N/A	24	Panel Truck	Passenger Car	Backing	Straight	2	None	2	Vehicle		
8964309	Atlanta Police Department	4/10/2023	10:15:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	1	0	Rear End	On Roadway - Roadway Intersection	Dry	33	37	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Stopped	2	None	3	Vehicle		1
8973008	Atlanta Police Department	4/17/2023	9:47:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Rear End	On Roadway - Roadway Intersection	Dry	44	23	Truck Tractor (Bobtail)	Passenger Car	Straight	Straight	2	None	3	Vehicle		1
8992171	Atlanta Police Department	5/2/2023	9:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	30	30	Sports Utility Vehicle (SUV)	Sports Utility Vehicle (SUV)	Entering/Leaving Driveway	Straight	2	None	2	Vehicle		
9006141	Atlanta Police Department	5/4/2023	11:05:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Driveway Intersection	Dry	31	46	Passenger Car	Pickup Truck	Turning Left	Straight	2	None	4	Vehicle		1
9009034	Atlanta Police Department	5/13/2023	0:15:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Non-Intersection	Dry	29	40	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	2	Vehicle		1
9021616	Atlanta Police Department	5/25/2023	21:40:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	28	44	Passenger Car	Pickup Truck	Changing Lanes	Straight	2	None	4	Vehicle		
9021796	Atlanta Police Department	5/22/2023	11:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	30	35	Passenger Car	Passenger Car	Changing Lanes	Turning Left	2	None	2	Vehicle		
9030220	Atlanta Police Department	4/21/2023	11:55:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	26	61	Passenger Car	Tractor/Trailer	Changing Lanes	Stopped	2	None	2	Vehicle		
9031217	Atlanta Police Department	5/11/2023	11:19:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	64	N/A	Van	Single Unit Truck	Turning Left	Turning Left	2	None	4	Vehicle		
9040570	Atlanta Police Department	6/11/2023	22:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	2	0	Rear End	On Roadway - Non-Intersection	Dry	21	20	Passenger Car	Passenger Car	Straight	Straight	2	None	2	Vehicle		2
9046074	Atlanta Police Department	6/16/2023	22:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	30	44	Passenger Car	Passenger Car	Passing	Straight	2	None	2	Vehicle		
9049109	Atlanta Police Department	6/20/2023	17:46:00	FULTON	CHATTAHOOCHEE AVE NW S	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	N/A	35	N/A	Sports Utility Vehicle (SUV)	N/A	Turning Right	2	None	4	Vehicle		
9065488	Atlanta Police Department	7/5/2023	10:25:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	47	22	Single Unit Truck	Passenger Car	Backing	Stopped	2	None	2	Vehicle		
9066664	Atlanta Police Department	7/6/2023	22:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Driveway Intersection	Dry	24	21	Passenger Car	Passenger Car	Changing Lanes	Turning Right	2	None	3	Vehicle		
9067319	Atlanta Police Department	7/7/2023	8:54:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Head On	On Roadway - Non-Intersection	Dry	35	70	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	4	Vehicle		
9070929	Atlanta Police Department	7/10/2023	12:55:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Rear End	On Roadway - Non-Intersection	Dry	28	46	Passenger Car	Passenger Car	Straight	Stopped	2	None	1	Vehicle		1
9090054	Atlanta Police Department	7/31/2023	9:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	N/A	24	Passenger Car	Pickup Truck	Turning Left	Straight	2	None	4	Vehicle		1
9095408	Atlanta Police Department	8/2/2023	19:47:00	FULTON	CHATTAHOOCHEE AVE NW E		O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	41	47	Sports Utility Vehicle (SUV)	Passenger Car	Other	Other	2	None	4	Vehicle		
9096409	Atlanta Police Department	9/5/2023	17:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	28	57	Pickup Truck	Single Unit Truck	Changing Lanes	Straight	2	None	2	Vehicle		
9103117	Atlanta Police Department	8/9/2023	9:40:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	2	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	75	43	Pickup Truck	Sports Utility Vehicle (SUV)	Changing Lanes	Stopped	4	None	2	Vehicle		2
9120038	Atlanta Police Department	8/22/2023	12:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	23	38	Passenger Car	Pickup Truck	Turning Left	Straight	2	None	2	Vehicle		1
9123917	Atlanta Police Department	8/25/2023	15:01:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	53	41	Passenger Car	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		
9128142	Atlanta Police Department	8/29/2023	15:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Head On	On Roadway - Roadway Intersection	Dry	21	20	Passenger Car	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
9135587	Atlanta Police Department	9/5/2023	19:00:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	36	31	Passenger Car	Passenger Car	Turning Left	Turning Left	2	None	5	Vehicle		
9155579	Atlanta Police Department	9/18/2023	16:13:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	28	24	Passenger Car	Passenger Car	Turning Left	Straight	2	None	3	Vehicle		
9158196	Atlanta Police Department	9/21/2023	19:21:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Managed Lane (HOV, HOT,	Dry	3	29	Sports Utility Vehicle (SUV)	Passenger Car	Changing Lanes	Straight	2	None	3	Vehicle		
9169854	Atlanta Police Department	10/2/2023	10:54:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	34	39	Passenger Car	Single Unit Truck	Turning Left	Straight	2	None	4	Vehicle		
9204569	Atlanta Police Department	10/29/2023	16:00:00	FULTON	CHATTAHOOCHEE AVE NW N	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	48	35	Passenger Car	Passenger Car	Changing Lanes	Straight	2	Inactive Work Zone - Work	4	Vehicle		
9208719	Atlanta Police Department	11/1/2023	11:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	36	55	Single Unit Truck	Pickup Truck	Straight	Straight	2	None	2	Vehicle		
9210298	Atlanta Police Department	11/2/2023	11:15:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	22	33	Passenger Car	Sports Utility Vehicle (SUV)	Straight	Stopped	2	None	4	Vehicle		
9210990	Atlanta Police Department	11/2/2023	17:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	40	34	Passenger Car	Sports Utility Vehicle (SUV)	Turning Left	Straight	2	None	2	Vehicle		
9213875	Atlanta Police Department	11/4/2023	16:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	B	2	0	Head On	On Roadway - Non-Intersection	Dry	31	59	Passenger Car	Passenger Car	Straight	Turning Left	2	1 None	4	Vehicle		1
9232719	Atlanta Police Department	11/17/2023	11:14:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	38	61	Passenger Car	Passenger Car	Backing	Stopped	2	None	4	Vehicle		
9234769	Atlanta Police Department	11/19/2023	15:17:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Head On	On Roadway - Managed Lane (HOV, HOT,	Dry	20	43	Passenger Car	Pickup Truck	Turning Right	Stopped	2	None	4	Vehicle		
9260611	Atlanta Police Department	12/10/2023	12:50:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	2	0	Angle	On Roadway - Driveway Intersection	Wet	25	30	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	2	Vehicle		2
9273837	Atlanta Police Department	12/20/2023	7:06:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	B	2	0	Angle	On Roadway - Roadway Intersection	Dry	30	50	Sports Utility Vehicle (SUV)	Passenger Car	Turning Left	Straight	2	1 None	4	Vehicle		1
9304602	Atlanta Police Department	1/17/2024	18:56:00	FULTON	CHATTAHOOCHEE AVE NW S	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	36	38	Passenger Car	Other	Turning Left	Turning Left	2	None	2	Vehicle		
9316432	Atlanta Police Department	1/20/2024	0:30:00	FULTON	CHATTAHOOCHEE AVE NW N	HOWELL MILL RD NW	C	3	0	Angle	On Roadway - Driveway Intersection	Dry	34	31	Passenger Car	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		3
9335062	Atlanta Police Department	2/14/2024	6:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	33	25	Pickup Truck	Passenger Car	Changing Lanes	Turning Left	2	None	2	Vehicle		
9335332	Atlanta Police Department	2/14/2024	8:25:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	38	35	Passenger Car	Passenger Car	Straight	Straight	2	None	2	Vehicle		1
9341441	Atlanta Police Department	2/20/2024	12:55:00	FULTON	HOWELL MILL RD NW	CHATTAHOOCHEE AVE NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	32	20	Sports Utility Vehicle (SUV)	Passenger Car	Straight	Stopped	2	None	2	Vehicle		
9344004	Atlanta Police Department	2/12/2024	20:00:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Driveway Intersection	Wet	50	24	Passenger Car	Passenger Car	Turning Right	Turning Left	2	None	2	Vehicle		
9369576	Atlanta Police Department	3/13/2024	14:35:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	N/A	29	N/A	Passenger Car	N/A	Stopped	2	None	4	Vehicle		
9379749	Atlanta Police Department	3/22/2024	16:10:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Wet	44	28	Pickup Truck	Passenger Car	Changing Lanes	Stopped	2	None	3	Vehicle		
9395546	Atlanta Police Department	4/4/2024	18:46:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	29	26	Passenger Car	Pickup Truck	Straight	Stopped	2	None	2	Vehicle		
9396674	Atlanta Police Department	4/5/2024	16:50:00	FULTON	CHATTAHOOCHEE AVE NW E		O	0	0	Rear End	On Roadway - Non-Intersection	Dry	23	45	Passenger Car	Passenger Car	Straight	Straight	2	None	3	Vehicle		
9407579	Atlanta Police Department	4/14/2024	12:40:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	37	29	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	3	None	2	Vehicle		1
9408244	Atlanta Police Department	4/15/2024	15:26:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	51	38	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	None	1	Vehicle		
9426452	Atlanta Police Department	5/1/2024	7:18:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Sideswipe-Same Direction	On Roadway - Non-Intersection	Dry	27	26	Other	Passenger Car	Changing Lanes	Straight	2	None	2	Vehicle		
9430629	Atlanta Police Department	5/4/2024	16:40:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Non-Intersection	Dry	N/A	25	Passenger Car	Passenger Car	Changing Lanes	Straight	2	None	4	Vehicle		
9442474	Atlanta Police Department	5/14/2024	16:00:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	C	1	0	Angle	On Roadway - Driveway Intersection	Dry	39	31	Passenger Car	Passenger Car	Turning Left	Straight	2	Inactive Work Zone - Work	2	Vehicle		1
9446840	Atlanta Police Department	5/18/2024	20:30:00	FULTON	CHATTAHOOCHEE AVE NW N	HOWELL MILL RD NW	C	2	0	Angle	On Roadway - Non-Intersection	Water (stanc	30	41	Passenger Car	Passenger Car	Making U-turn	Straight	2	None	4	Vehicle		2
9458760	Atlanta Police Department	5/1/2024	7:30:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	25	46	Passenger Car	Pickup Truck	Turning Left	Stopped	2	None	3	Vehicle		
9463061	Atlanta Police Department	5/30/2024	14:40:00	FULTON	CHATTAHOOCHEE AVE NW W		O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	29	44	Passenger Car	Passenger Car	Changing Lanes	Straight	2	None	4	Vehicle		
9469541	Atlanta Police Department	5/27/2024	0:00:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	B	3	0	Rear End	On Roadway - Non-Intersection	Dry	41	27	Passenger Car	Passenger Car	Entering/Leaving Driveway	Straight	2	1 None	2	Vehicle		2
9476683	Atlanta Police Department	5/21/2024	13:30:00	FULTON	HOWELL MILL RD NW S	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	72	62	Passenger Car	Passenger Car	Changing Lanes	Straight	2	None	4	Vehicle		
9480591	Atlanta Police Department	6/14/2024	14:30:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Angle	On Roadway - Roadway Intersection	Dry	28	45	Passenger Car	Passenger Car	Turning Left	Straight	2	None	2	Vehicle		
9481997	Atlanta Police Department	6/17/2024	16:04:00	FULTON	CHATTAHOOCHEE AVE NW E	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	24	24	Passenger Car	Passenger Car	Turning Right	Turning Right	2	None	4	Vehicle		
9482916	Atlanta Police Department	6/18/2024	10:30:00	FULTON	CHATTAHOOCHEE AVE NW E		O	0	0	Angle	On Roadway - Driveway Intersection	Dry	55	40	Passenger Car	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
9490586	Atlanta Police Department	6/25/2024	15:30:00	FULTON	HOWELL MILL RD NW S	CHATTAHOOCHEE AVE NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	80	41	Passenger Car	Passenger Car	Changing Lanes	Straight	2	None	4	Vehicle		
9507514	Atlanta Police Department	7/12/2024	2:10:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	A	4	0	Head On	On Roadway - Non-Intersection	Dry	36	48	Passenger Car	Passenger Car	Straight	Straight	2	None	4	Vehicle	1	3
9508433	Atlanta Police Department	7/12/2024	17:45:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	B	1	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	20	56	Passenger Car	Single Unit Truck	Changing Lanes	Stopped	2	1 None	2	Vehicle		
9508752	Atlanta Police Department	7/13/2024	9:12:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Rear End	On Roadway - Non-Intersection	Dry	21	57	Passenger Car	Passenger Car	Stopped	Stopped	2	None	2	Vehicle		
9519254	Atlanta Police Department	7/17/2024	1:27:00	FULTON	CHATTAHOOCHEE AVE NW	HOWELL MILL RD NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	24	27	Passenger Car	Passenger Car	Straight	Stopped	2	None	2	Vehicle		
9531639	Atlanta Police Department	7/25/2024	20:00:00	FULTON	CHATTAHOOCHEE AVE NW N		O	0	0	Angle	On Roadway - Roadway Intersection	Dry	33	42	Single Unit Truck	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
9533969	Atlanta Police Department	7/26/2024	15:04:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	C	1	0	Angle	On Roadway - Roadway Intersection	Dry	34	46	Single Unit Truck	Passenger Car	Turning Left	Straight	2	None	4	Vehicle	1	
9540512	Atlanta Police Department	7/31/2024	16:54:00	FULTON	HOWELL MILL RD NW W	HOLMES ST NW	O	0	0	Rear End	On Roadway - Roadway Intersection	Dry	33	69	Passenger Car	Passenger Car	Changing Lanes	Straight	2	None	4	Vehicle		
9562312	Atlanta Police Department	8/19/2024	12:52:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Sideswipe-Same Direction	On Roadway - Roadway Intersection	Dry	66	N/A	Tractor/Trailer	Pickup Truck	Straight	Straight	2	None	3	Vehicle		
9569192	Atlanta Police Department	8/25/2024	14:50:00	FULTON	HOWELL MILL RD NW	HOLMES ST NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	56	19	Passenger Car	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
9571920	Atlanta Police Department	8/27/2024	13:54:00	FULTON	CHATTAHOOCHEE AVE NW E	HOWELL MILL RD NW	O	0	0	Angle	On Roadway - Driveway Intersection	Dry	31	43	Passenger Car	Passenger Car	Turning Left	Straight	2	None	4	Vehicle		
9576552	Atlanta Police Department	8/31/2024	17:56:00	FULTON	CHATTAHOOCHEE AV

APPENDIX G

GDOT COUNT STATION DATA

0000121_0131 - 121-0131 - CSX 349803
County: Fulton
Route number: 00005703
LRS section: 1213005703
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.8067142210362, -84.4345036310427

Site Data



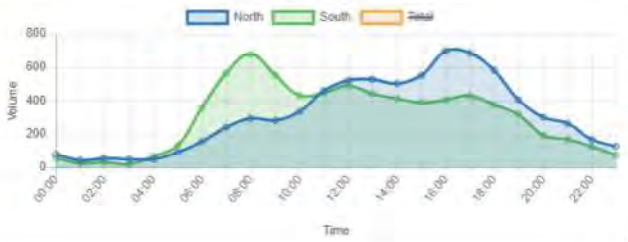
Count History

Year	Month	Count type	Duration	Count
2023	February	Class	48 hours	14,699
2021	October	Class	48 hours	14,826
2019	March	Class	48 hours	14,748
2017	February	Class	48 hours	14,668
2013	May	Class	48 hours	13,490
2009	June	Class	48 hours	11,231

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	11,900	12,400	12,700	13,300	13,500	13,400	12,500	13,200	13,500	14,100
K-Factor	0.080	0.080	0.080	0.089	0.089	0.090	0.090	0.091	0.091	0.084
D-Factor	0.700	0.700	0.700	0.570	0.570	0.550	0.550	0.610	0.610	0.610
Future AADT	-	-	13,300	17,000	24,100	23,400	23,400	23,900	18,300	18,100

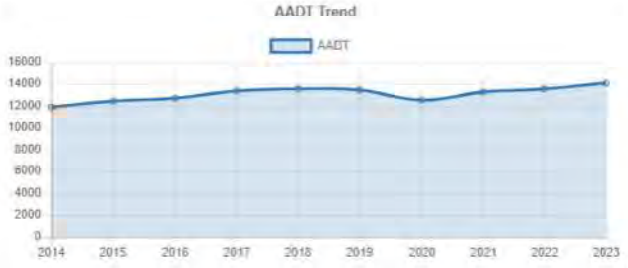
Average Hourly Volume



Count History



AADT Trend



Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	0.22%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	81.07%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	12.57%
4. Buses 2- or 3-axle, full length.	1.04%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	2.94%
6. Single-unit trucks 3-axle, single-unit trucks.	0.75%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.01%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.51%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.86%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.00%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0.03%

0000121_5062 - 121-5062 - CSY 071603 L
County: Fulton
Route number: 00349803
LRS section: 1213349803
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.7944677416652, -84.4317374401494

Site Data

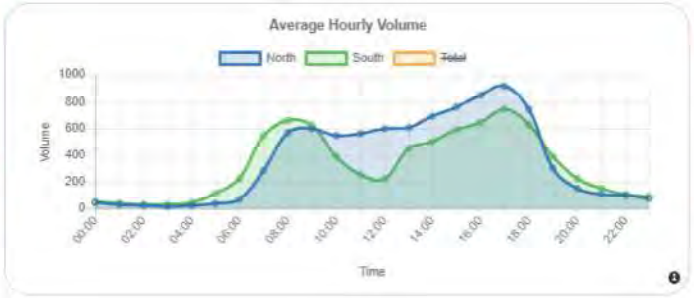


Count History

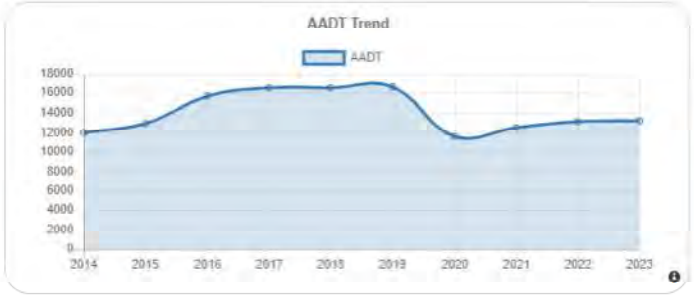
Year	Month	Count type	Duration	Count
2024	October	Class	48 hours	16,463
2020	October	Class	48 hours	12,690
2016	February	Class	48 hours	16,959
2012	March	Volume	48 hours	13,637

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	Estimated	Estimated
AADT	12,000	12,900	15,700	16,600	16,600	16,700	11,600	12,500	13,100	**13,200**
K-Factor	-	-	0.096	-	-	-	0.093	0.093	0.093	**0.093**
D-Factor	-	-	0.600	-	-	-	0.500	0.500	0.500	**0.500**
Future AADT	-	-	18,800	21,300	22,800	26,500	26,500	36,300	22,500	**16,600**







Vehicle Classification 2024

1. Motorcycles 2 axles, 2 or 3 wheels.	0.26%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	75.66%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	12.37%
4. Buses 2- or 3-axle, full length.	0.79%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	3.85%
6. Single-unit trucks 3-axle, single-unit trucks.	3.14%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.86%
9. Single-trailer trucks 5-axle, single-trailer trucks.	3.04%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.02%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0.00%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0.01%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

0000121_5675 - 121-5675 - CS 349803 BEG AT
County: Fulton
Route number: 00013503
LRS section: 1213013503
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.7891120921818, -84.4119186479595

Site Data



Count History

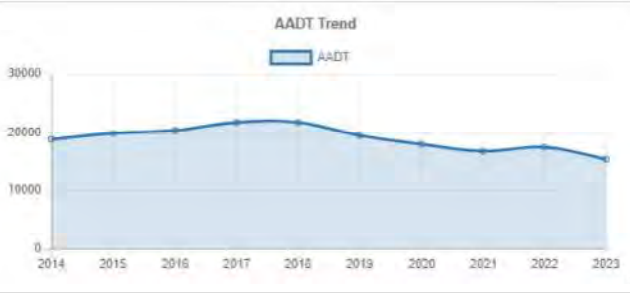
Year	Month	Count type	Duration	Count
2023	February	Class	48 hours	16,552
2021	April	Class	48 hours	18,134
2019	March	Class	48 hours	21,836
2017	June	Volume	48 hours	22,110
2017	May	Volume	48 hours	23,328
2017	April	Volume	48 hours	21,498
2017	February	Class	48 hours	22,618

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	**Actual**
AADT	18,800	19,800	20,400	21,800	21,800	19,500	17,900	16,600	17,500	**15,300**
K-Factor	-	0.090	0.090	0.092	0.092	0.095	0.095	0.068	0.068	**0.085**
D-Factor	-	0.700	0.700	0.570	0.570	0.700	0.700	0.640	0.640	**0.580**
Future AADT	-	-	27,800	29,200	29,700	27,600	27,600	29,200	22,100	**19,300**







Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	0.20%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	84.92%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	11.03%
4. Buses 2- or 3-axle, full length.	0.82%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	1.90%
6. Single-unit trucks 3-axle, single-unit trucks.	0.63%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.02%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.22%
9. Single-trailer trucks 5-axle, single-trailer trucks.	0.25%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.01%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

0000121_5676 - 121-5676 - CSX 005703
County: Fulton
Route number: 00013503
LRS section: 1213013503
Functional class: 4U - Minor Arterial (Urban)
Coordinates: 33.8037652318569, -84.4139785691676

Site Data



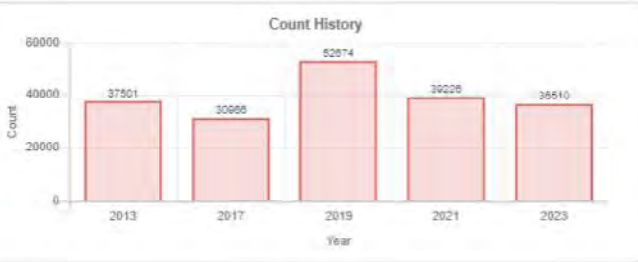
Count History

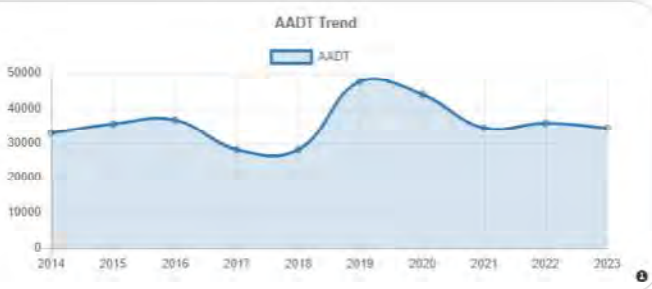
Year	Month	Count type	Duration	Count
2023	July	Class	48 hours	36,510
2021	October	Class	48 hours	39,226
2019	September	Class	48 hours	52,674
2017	October	Class	48 hours	30,966
2013	March	Volume	48 hours	37,501

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual
AADT	33,000	35,500	36,700	28,300	28,300	47,800	44,100	34,400	35,800	**34,400**
K-Factor	0.070	0.070	0.070	0.071	0.071	0.074	0.074	0.072	0.072	**0.067**
D-Factor	0.500	0.500	0.500	0.540	0.540	0.530	0.530	0.510	0.510	**0.550**
Future AADT	-	-	65,500	74,500	64,100	82,100	82,100	79,500	49,200	**43,300**





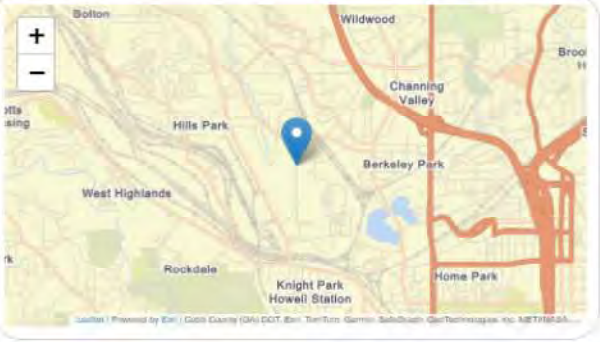


Vehicle Classification 2023

1. Motorcycles 2 axles, 2 or 3 wheels.	0.11%
2. Passenger cars 2 axles. Can have 1- or 2-axle trailers.	82.80%
3. Pickups, panels, vans 2-axle, 4-tire single units. Can have 1- or 2-axle trailers.	10.91%
4. Buses 2- or 3-axle, full length.	0.96%
5. Single-unit trucks 2-axle, 6-tire, (dual rear tires), single-unit trucks.	2.77%
6. Single-unit trucks 3-axle, single-unit trucks.	0.61%
7. Single-unit trucks 4 or more axle, single-unit trucks.	0.00%
8. Single-trailer trucks 3- or 4-axle, single-trailer trucks.	0.36%
9. Single-trailer trucks 5-axle, single-trailer trucks.	1.42%
10. Single-trailer trucks 6 or more axle, single-trailer trucks.	0.07%
11. Multi-trailer trucks 5 or less axle, multi-trailer trucks.	0.01%
12. Multi-trailer trucks 6-axle, multi-trailer trucks.	0.00%
13. Multi-trailer trucks 7 or more axle, multi-trailer trucks.	0%

0000121_6080 - 121-6080 - CSX 005703
County: Fulton
Route number: 00009803
LRS section: 1213009803
Functional class: 5U - Major Collector (Urban)
Coordinates: 33.7978300391765, -84.4270243322848

Site Data



Count History

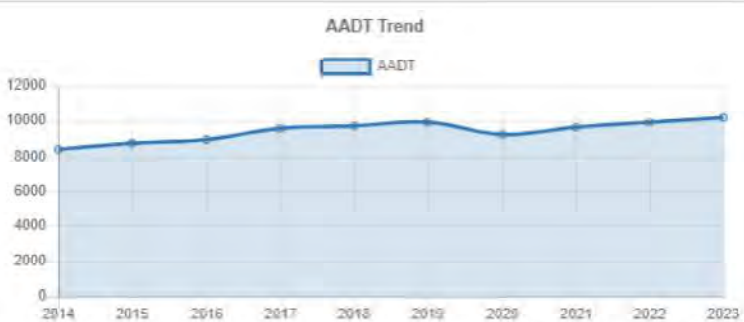
Year	Month	Count type	Duration	Count
2021	February	Volume	48 hours	10,041
2017	February	Volume	48 hours	10,726
2013	February	Volume	48 hours	9,211
2009	March	Volume	48 hours	8,576

Annual Statistics

Data Item	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Statistics type	-	Estimated	Estimated	Actual	Estimated	Estimated	Estimated	Actual	Estimated	**Estimated**
AADT	8,390	8,730	8,940	9,590	9,740	9,930	9,230	9,660	9,900	**10,200**
K-Factor	0.070	0.070	0.070	0.102	0.102	0.102	0.102	0.086	0.086	**0.086**
D-Factor	-	-	-	0.500	0.500	0.500	0.500	0.510	0.510	**0.510**
Future AADT	-	-	16,300	16,900	15,900	16,800	16,800	17,900	14,500	**14,000**







APPENDIX H

TRIP GENERATION REPORT

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

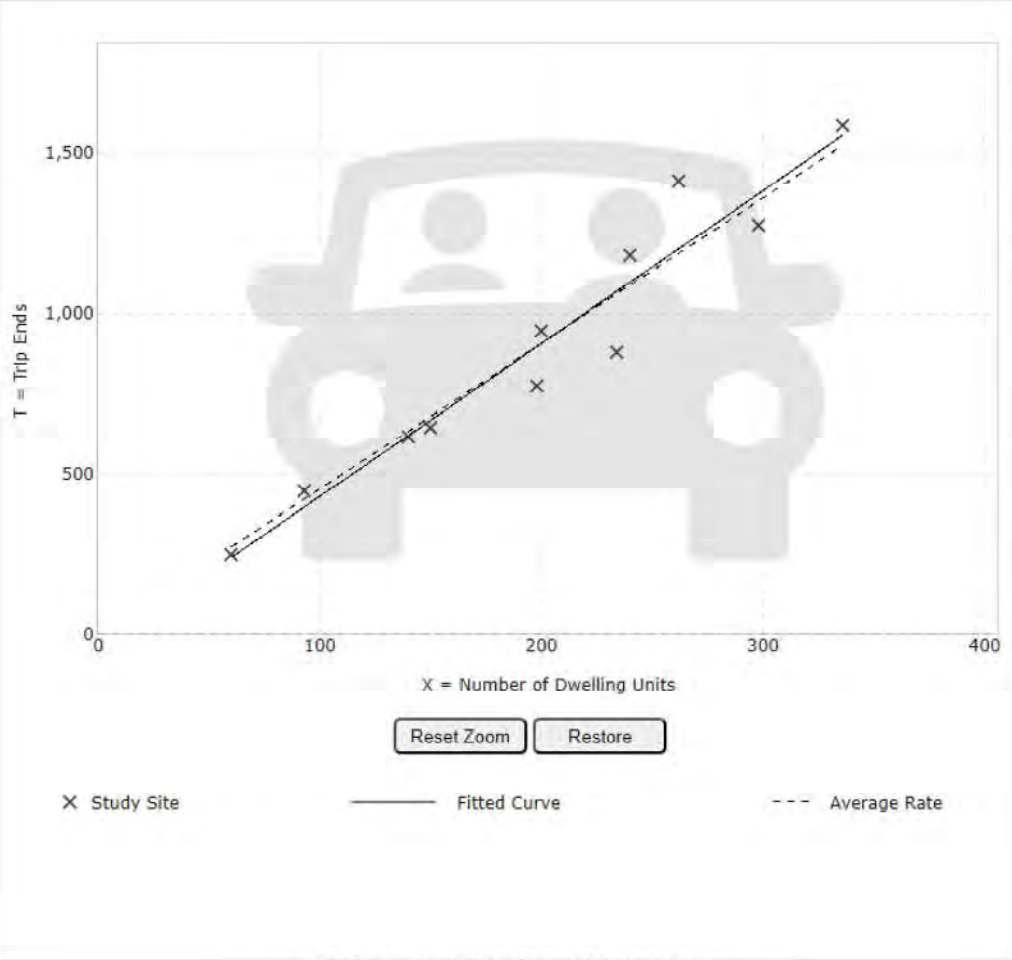
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
845 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
11

Avg. Num. of Dwelling Units:
201

Average Rate:
4.54

Range of Rates:
3.76 - 5.40

Standard Deviation:
0.51

Fitted Curve Equation:
T = 4.77(X) - 46.46

R^2:
0.93

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 3836 (Total), 1918 (Entry), 1918 (Exit)
Fitted Curve: 3984 (Total), 1992 (Entry), 1992 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

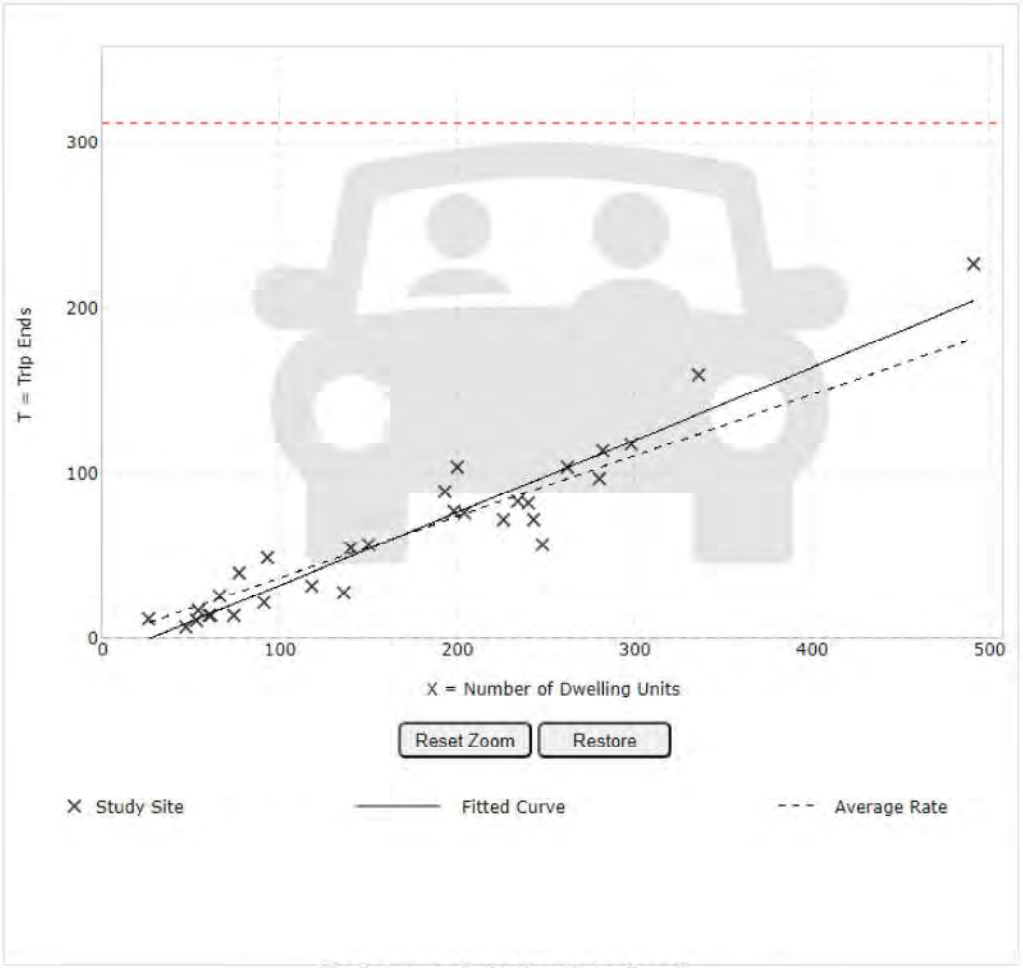
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
845 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
30

Avg. Num. of Dwelling Units:
173

Average Rate:
0.37

Range of Rates:
0.15 - 0.53

Standard Deviation:
0.09

Fitted Curve Equation:
T = 0.44(X) - 11.61

R^2:
0.91

Directional Distribution:
23% entering, 77% exiting

Calculated Trip Ends:
Average Rate: 313 (Total), 72 (Entry), 241 (Exit)
Fitted Curve: 360 (Total), 83 (Entry), 277 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
221

LAND USE GROUP:
(200-299) Residential

LAND USE :
221 - Multifamily Housing (Mid-Rise)

LAND USE SUBCATEGORY:
Not Close to Rail Transit

SETTING/LOCATION:
General Urban/Suburban

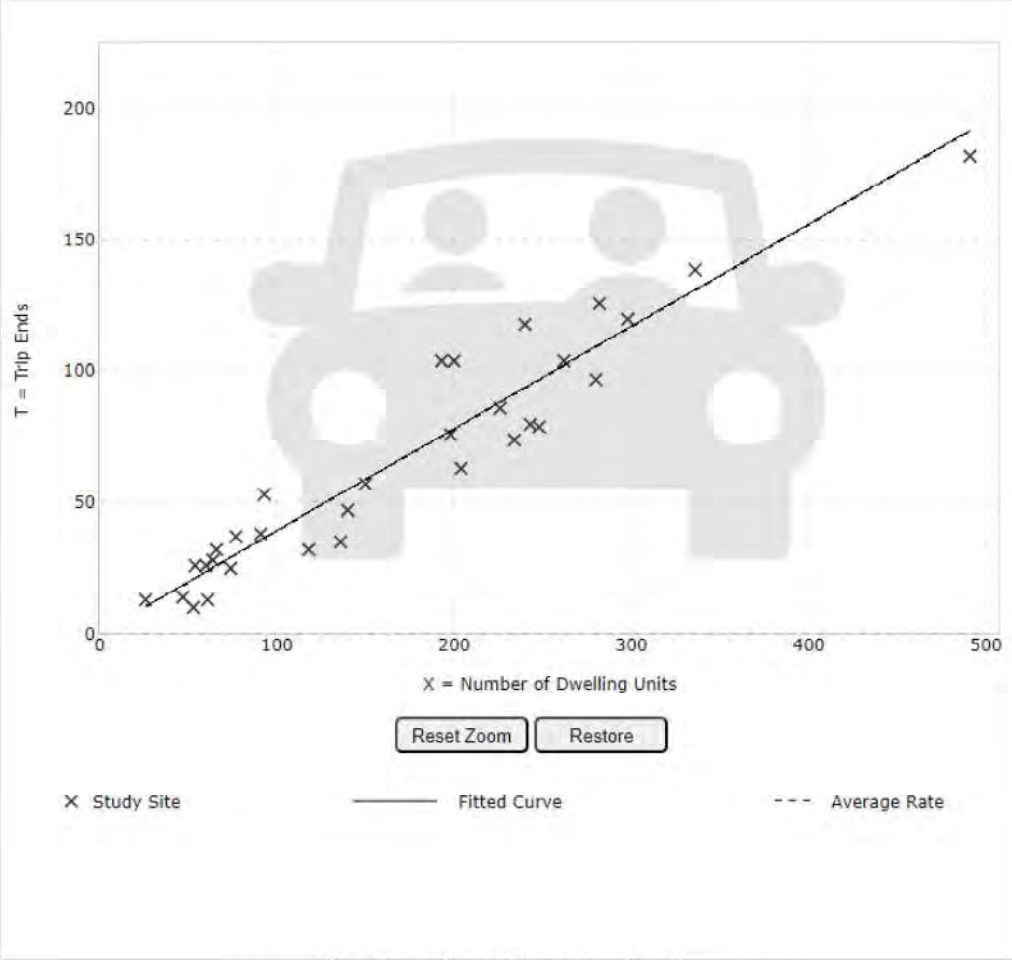
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
845 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (221) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
31

Avg. Num. of Dwelling Units:
169

Average Rate:
0.39

Range of Rates:
0.19 - 0.57

Standard Deviation:
0.08

Fitted Curve Equation:
T = 0.39(X) + 0.34

R^2:
0.91

Directional Distribution:
61% entering, 39% exiting

Calculated Trip Ends:
Average Rate: 330 (Total), 201 (Entry), 129 (Exit)
Fitted Curve: 330 (Total), 201 (Entry), 129 (Exit)

APPENDIX I

CAPACITY ANALYSIS - EXISTING CONDITIONS

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	8	18	40	9
Future Vol, veh/h	13	5	8	18	40	9
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	72	72	72	72	72	72
Heavy Vehicles, %	8	20	37	22	22	11
Mvmt Flow	18	7	11	25	56	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	109	62	68	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.48	6.4	4.47	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.48	2.533	-	-	-
Pot Cap-1 Maneuver	874	955	1338	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	866	955	1338	-	-	-
Mov Cap-2 Maneuver	866	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	960	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.16	2.37	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	554	-	889	-	-
HCM Lane V/C Ratio	0.008	-	0.028	-	-
HCM Control Delay (s/veh)	7.7	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1094	12	38	651	3	31
Future Vol, veh/h	1094	12	38	651	3	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1243	14	43	740	3	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1257	0	1706	628
Stage 1	-	-	-	-	1250	-
Stage 2	-	-	-	-	456	-
Critical Hdwy	-	-	4.58	-	7.46	7.16
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	-	-	2.44	-	3.83	3.43
Pot Cap-1 Maneuver	-	-	443	-	59	400
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	523	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	443	-	52	400
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.23	21.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	199	-
HCM Lane V/C Ratio	0.154	-	-	0.097	-
HCM Control Delay (s/veh)	21.9	-	-	14	1.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	15	382	29	2	217
Future Vol, veh/h	10	15	382	29	2	217
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	13	4	3	0	5
Mvmt Flow	11	17	434	33	2	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	702	451	0	0	467	0
Stage 1	451	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	6.5	6.33	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	393	586	-	-	1105	-
Stage 1	625	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	392	586	-	-	1105	-
Mov Cap-2 Maneuver	392	-	-	-	-	-
Stage 1	625	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.81	0	0.08
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	16	-
HCM Lane V/C Ratio	-	-	0.058	0.002	-
HCM Control Delay (s/veh)	-	-	12.8	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	760	39	177	375	93	41	20	335	11	3	6
Future Volume (veh/h)	15	760	39	177	375	93	41	20	335	11	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	17	844	43	197	417	103	46	22	372	12	3	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	58	1515	76	237	649	169	575	34	572	262	189	440
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	25	3188	161	333	1365	355	1316	91	1533	1006	506	1181
Grp Volume(v), veh/h	474	0	430	253	0	464	46	0	394	12	0	10
Grp Sat Flow(s),veh/h/ln	1768	0	1606	455	0	1598	1316	0	1624	1006	0	1687
Q Serve(g_s), s	0.0	0.0	15.5	23.0	0.0	17.4	1.9	0.0	16.3	0.8	0.0	0.3
Cycle Q Clear(g_c), s	15.2	0.0	15.5	38.5	0.0	17.4	2.2	0.0	16.3	17.1	0.0	0.3
Prop In Lane	0.04		0.10	0.78		0.22	1.00		0.94	1.00		0.70
Lane Grp Cap(c), veh/h	886	0	763	295	0	759	575	0	605	262	0	629
V/C Ratio(X)	0.53	0.00	0.56	0.86	0.00	0.61	0.08	0.00	0.65	0.05	0.00	0.02
Avail Cap(c_a), veh/h	886	0	763	295	0	759	575	0	605	262	0	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	15.2	29.3	0.0	15.7	16.7	0.0	21.0	28.1	0.0	16.0
Incr Delay (d2), s/veh	2.3	0.0	3.0	26.0	0.0	3.6	0.3	0.0	5.4	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.2	0.0	9.7	11.4	0.0	10.6	1.0	0.0	10.8	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.5	0.0	18.2	55.4	0.0	19.4	17.0	0.0	26.4	28.4	0.0	16.1
LnGrp LOS	B		B	E		B	B		C	C		B
Approach Vol, veh/h		904			717			440			22	
Approach Delay, s/veh		17.8			32.1			25.4			22.8	
Approach LOS		B			C			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		36.0		45.0		36.0				
Change Period (Y+Rc), s		6.5		5.8		6.5		5.8				
Max Green Setting (Gmax), s		38.5		30.2		38.5		30.2				
Max Q Clear Time (g_c+I1), s		17.5		18.3		40.5		19.1				
Green Ext Time (p_c), s		3.5		1.4		0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.4									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	803	412	16	2	2
Future Vol, veh/h	4	803	412	16	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	892	458	18	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	476	0	-	0	922	238
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1097	-	-	-	273	770
Stage 1	-	-	-	-	603	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	272	770
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	611	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	14.07
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	402
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.3	0	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	749	4	18	384	15	3	0	9	44	0	15
Future Volume (veh/h)	24	749	4	18	384	15	3	0	9	44	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	26	814	4	20	417	16	3	0	10	48	0	16
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, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	465	1710	8	293	1188	45	68	0	226	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3483	17	679	3351	128	397	0	1322	1810	0	1610
Grp Volume(v), veh/h	26	399	419	20	212	221	13	0	0	48	0	16
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	679	1706	1773	1718	0	0	1810	0	1610
Q Serve(g_s), s	0.9	17.1	17.1	2.2	10.1	10.1	0.7	0.0	0.0	2.5	0.0	0.9
Cycle Q Clear(g_c), s	0.9	17.1	17.1	4.3	10.1	10.1	0.7	0.0	0.0	2.5	0.0	0.9
Prop In Lane	1.00		0.01	1.00		0.07	0.23		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	465	838	880	293	605	629	294	0	0	314	0	280
V/C Ratio(X)	0.06	0.48	0.48	0.07	0.35	0.35	0.04	0.00	0.00	0.15	0.00	0.06
Avail Cap(c_a), veh/h	465	838	880	293	605	629	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.4	18.6	18.6	25.0	26.2	26.2	38.1	0.0	0.0	38.6	0.0	37.9
Incr Delay (d2), s/veh	0.2	1.9	1.8	0.4	1.6	1.5	0.3	0.0	0.0	1.0	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	11.2	11.7	0.7	7.7	7.9	0.6	0.0	0.0	2.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.6	20.5	20.4	25.5	27.8	27.7	38.4	0.0	0.0	39.6	0.0	38.3
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		844			453			13			64	
Approach Delay, s/veh		20.4			27.6			38.4			39.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	2.9	12.1		4.5		19.1		2.7				
Green Ext Time (p_c), s	0.0	6.6		0.1		15.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		23.8	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	0	461	3	7	7	129	284	0	0	366	551
Future Volume (veh/h)	284	0	461	3	7	7	129	284	0	0	366	551
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	293	0	475	3	7	7	133	293	0	0	377	568
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	426	0	418	9	21	21	339	1939	0	0	807	678
Arrive On Green	0.26	0.00	0.26	0.03	0.03	0.03	0.06	0.55	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1640	0	1610	310	722	722	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	293	0	475	17	0	0	133	293	0	0	377	568
Grp Sat Flow(s),veh/h/ln	1640	0	1610	1754	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	17.2	0.0	27.8	1.0	0.0	0.0	4.3	4.4	0.0	0.0	15.5	34.9
Cycle Q Clear(g_c), s	17.2	0.0	27.8	1.0	0.0	0.0	4.3	4.4	0.0	0.0	15.5	34.9
Prop In Lane	1.00		1.00	0.18		0.41	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	426	0	418	52	0	0	339	1939	0	0	807	678
V/C Ratio(X)	0.69	0.00	1.14	0.33	0.00	0.00	0.39	0.15	0.00	0.00	0.47	0.84
Avail Cap(c_a), veh/h	426	0	418	264	0	0	388	1939	0	0	807	678
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	39.6	50.9	0.0	0.0	15.5	11.8	0.0	0.0	21.2	26.7
Incr Delay (d2), s/veh	4.6	0.0	86.7	3.6	0.0	0.0	0.7	0.2	0.0	0.0	1.9	11.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	30.3	0.9	0.0	0.0	3.0	3.0	0.0	0.0	11.2	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.3	0.0	126.3	54.5	0.0	0.0	16.2	12.0	0.0	0.0	23.2	38.4
LnGrp LOS	D		F	D			B	B			C	D
Approach Vol, veh/h		768			17			426			945	
Approach Delay, s/veh		93.5			54.5			13.3			32.4	
Approach LOS		F			D			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	53.0		9.1		65.0		33.0				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	9.3	* 44		16.1		* 59		27.8				
Max Q Clear Time (g_c+I1), s	6.3	17.5		3.0		6.4		29.8				
Green Ext Time (p_c), s	0.1	2.1		0.0		5.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	50.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	2	15	38	21	20
Future Vol, veh/h	21	2	15	38	21	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	100	7	0	38	0
Mvmt Flow	30	3	21	54	30	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	139	44	58	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	96	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.263	-	-	-
Pot Cap-1 Maneuver	858	806	1515	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	806	1515	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	933	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.44	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	509	-	842	-	-
HCM Lane V/C Ratio	0.014	-	0.038	-	-
HCM Control Delay (s/veh)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	800	2	38	1298	3	57
Future Vol, veh/h	800	2	38	1298	3	57
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	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	842	2	40	1366	3	60

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	844	0	1606	422
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	-	-	4.52	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.41	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	678	-	98	586
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	426	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	88	586
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	386	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.23	14.13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	457	-	-	102	-
HCM Lane V/C Ratio	0.138	-	-	0.059	-
HCM Control Delay (s/veh)	14.1	-	-	10.6	1
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	26	399	15	3	541
Future Vol, veh/h	56	26	399	15	3	541
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	97	97	97	97	97	97
Heavy Vehicles, %	0	4	1	13	0	1
Mvmt Flow	58	27	411	15	3	558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	419	0	0	427	0
Stage 1	419	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	278	630	-	-	1143	-
Stage 1	668	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	277	630	-	-	1143	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.22	0	0.04
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	337	10	-
HCM Lane V/C Ratio	-	-	0.251	0.003	-
HCM Control Delay (s/veh)	-	-	19.2	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	463	88	419	826	29	134	11	276	82	37	35
Future Volume (veh/h)	10	463	88	419	826	29	134	11	276	82	37	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	487	93	441	869	31	141	12	291	86	39	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1120	252	360	828	31	541	24	580	337	334	317
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2356	530	586	1742	64	1313	64	1556	1085	896	850
Grp Volume(v), veh/h	307	0	284	528	0	813	141	0	303	86	0	76
Grp Sat Flow(s),veh/h/ln	1265	0	1620	702	0	1690	1313	0	1620	1085	0	1747
Q Serve(g_s), s	0.0	0.0	9.0	29.5	0.0	38.5	6.4	0.0	11.7	5.4	0.0	2.3
Cycle Q Clear(g_c), s	38.5	0.0	9.0	38.5	0.0	38.5	8.7	0.0	11.7	17.1	0.0	2.3
Prop In Lane	0.04		0.33	0.83		0.04	1.00		0.96	1.00		0.49
Lane Grp Cap(c), veh/h	647	0	770	415	0	803	541	0	604	337	0	651
V/C Ratio(X)	0.47	0.00	0.37	1.27	0.00	1.01	0.26	0.00	0.50	0.26	0.00	0.12
Avail Cap(c_a), veh/h	647	0	770	415	0	803	541	0	604	337	0	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	13.5	28.7	0.0	21.3	19.5	0.0	19.6	26.2	0.0	16.7
Incr Delay (d2), s/veh	2.5	0.0	1.4	140.1	0.0	34.6	1.2	0.0	3.0	1.8	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	5.9	37.6	0.0	28.8	3.6	0.0	8.1	2.7	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.1	0.0	14.9	168.7	0.0	55.8	20.7	0.0	22.6	28.0	0.0	17.0
LnGrp LOS	B		B	F		F	C		C	C		B
Approach Vol, veh/h		591			1341			444			162	
Approach Delay, s/veh		16.0			100.3			22.0			22.8	
Approach LOS		B			F			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		36.0		45.0		36.0				
Change Period (Y+Rc), s		6.5		5.8		6.5		5.8				
Max Green Setting (Gmax), s		38.5		30.2		38.5		30.2				
Max Q Clear Time (g_c+I1), s		40.5		13.7		40.5		19.1				
Green Ext Time (p_c), s		0.0		1.6		0.0		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			62.0									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	518	917	69	46	39
Future Vol, veh/h	20	518	917	69	46	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	21	540	955	72	48	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	1303	514
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	684	-	-	-	155	511
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	722	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	684	-	-	-	149	511
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.72	0	31.74
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	134	-	-	-	221
HCM Lane V/C Ratio	0.03	-	-	-	0.4
HCM Control Delay (s/veh)	10.4	0.3	-	-	31.7
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	486	2	8	869	86	5	0	20	28	0	30
Future Volume (veh/h)	68	486	2	8	869	86	5	0	20	28	0	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	73	523	2	9	934	92	5	0	22	30	0	32
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	264	1797	7	382	1158	114	54	0	238	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3660	14	892	3267	322	317	0	1393	1810	0	1610
Grp Volume(v), veh/h	73	256	269	9	508	518	27	0	0	30	0	32
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	892	1777	1812	1709	0	0	1810	0	1610
Q Serve(g_s), s	2.5	9.3	9.3	0.7	28.4	28.4	1.5	0.0	0.0	1.5	0.0	1.8
Cycle Q Clear(g_c), s	2.5	9.3	9.3	0.7	28.4	28.4	1.5	0.0	0.0	1.5	0.0	1.8
Prop In Lane	1.00		0.01	1.00		0.18	0.19		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	264	879	924	382	630	643	292	0	0	314	0	280
V/C Ratio(X)	0.28	0.29	0.29	0.02	0.81	0.81	0.09	0.00	0.00	0.10	0.00	0.11
Avail Cap(c_a), veh/h	264	879	924	382	630	643	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	16.6	16.6	23.1	32.1	32.1	38.4	0.0	0.0	38.2	0.0	38.3
Incr Delay (d2), s/veh	2.6	0.8	0.8	0.1	10.6	10.4	0.6	0.0	0.0	0.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	7.0	7.4	0.3	19.7	20.0	1.2	0.0	0.0	1.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	17.5	17.4	23.3	42.7	42.5	39.0	0.0	0.0	38.8	0.0	39.2
LnGrp LOS	C	B	B	C	D	D	D			D		D
Approach Vol, veh/h		598			1035			27			62	
Approach Delay, s/veh		18.3			42.4			39.0			39.0	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	4.5	30.4		3.8		11.3		3.5				
Green Ext Time (p_c), s	0.1	6.7		0.1		9.3		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		33.9	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	0	282	22	95	7	244	365	7	0	414	854
Future Volume (veh/h)	272	0	282	22	95	7	244	365	7	0	414	854
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	283	0	294	23	99	7	254	380	7	0	431	890
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	357	0	323	28	119	8	336	2102	39	0	844	709
Arrive On Green	0.20	0.00	0.20	0.08	0.08	0.08	0.09	0.58	0.58	0.00	0.45	0.45
Sat Flow, veh/h	1781	0	1610	327	1409	100	1795	3598	66	0	1870	1572
Grp Volume(v), veh/h	283	0	294	129	0	0	254	189	198	0	431	890
Grp Sat Flow(s),veh/h/ln	1781	0	1610	1836	0	0	1795	1791	1873	0	1870	1572
Q Serve(g_s), s	19.9	0.0	23.5	9.1	0.0	0.0	9.6	6.5	6.5	0.0	21.6	59.4
Cycle Q Clear(g_c), s	19.9	0.0	23.5	9.1	0.0	0.0	9.6	6.5	6.5	0.0	21.6	59.4
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.04	0.00		1.00
Lane Grp Cap(c), veh/h	357	0	323	156	0	0	336	1046	1094	0	844	709
V/C Ratio(X)	0.79	0.00	0.91	0.83	0.00	0.00	0.76	0.18	0.18	0.00	0.51	1.25
Avail Cap(c_a), veh/h	403	0	365	225	0	0	370	1046	1094	0	844	709
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	51.5	59.3	0.0	0.0	20.5	12.7	12.7	0.0	25.8	36.1
Incr Delay (d2), s/veh	9.3	0.0	24.6	15.6	0.0	0.0	7.9	0.4	0.4	0.0	2.2	126.0
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(95%),veh/ln	14.8	0.0	17.2	8.6	0.0	0.0	8.1	4.8	5.0	0.0	15.2	67.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.4	0.0	76.1	74.9	0.0	0.0	28.4	13.1	13.1	0.0	28.0	162.2
LnGrp LOS	E		E	E			C	B	B		C	F
Approach Vol, veh/h		577			129			641			1321	
Approach Delay, s/veh		67.9			74.9			19.2			118.4	
Approach LOS		E			E			B			F	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.5	65.5		17.1		83.0		31.6				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 57		16.1		* 77		29.8				
Max Q Clear Time (g_c+I1), s	11.6	23.6		11.1		8.5		25.5				
Green Ext Time (p_c), s	0.2	1.5		0.1		6.9		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	81.5
HCM 7th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

APPENDIX J

CAPACITY ANALYSIS - NO-BUILD CONDITIONS

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	8	19	41	9
Future Vol, veh/h	13	5	8	19	41	9
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	72	72	72	72	72	72
Heavy Vehicles, %	8	20	37	22	22	11
Mvmt Flow	18	7	11	26	57	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	112	63	69	0	-	0
Stage 1	63	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.48	6.4	4.47	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.48	2.533	-	-	-
Pot Cap-1 Maneuver	871	953	1336	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	953	1336	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.18	2.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	887	-	-
HCM Lane V/C Ratio	0.008	-	0.028	-	-
HCM Control Delay (s/veh)	7.7	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	12	39	689	3	32
Future Vol, veh/h	1163	12	39	689	3	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1322	14	44	783	3	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1335	0	1802	1322
Stage 1	-	-	-	-	1322	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	-	-	4.46	-	7.095	6.395
Critical Hdwy Stg 1	-	-	-	-	5.895	-
Critical Hdwy Stg 2	-	-	-	-	6.295	-
Follow-up Hdwy	-	-	2.428	-	3.8135	3.4235
Pot Cap-1 Maneuver	-	-	430	-	61	177
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	430	-	53	177
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	201	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.37	38.34
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	147	-	-	193	-
HCM Lane V/C Ratio	0.271	-	-	0.103	-
HCM Control Delay (s/veh)	38.3	-	-	14.3	1.7
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	15	483	30	2	264
Future Vol, veh/h	10	15	483	30	2	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	13	4	3	0	5
Mvmt Flow	11	17	549	34	2	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	870	566	0	0	583	0
Stage 1	566	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.5	6.33	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	312	503	-	-	1001	-
Stage 1	553	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	503	-	-	1001	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.6	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	14	-
HCM Lane V/C Ratio	-	-	0.07	0.002	-
HCM Control Delay (s/veh)	-	-	14.6	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	783	60	200	386	96	91	26	381	11	3	6
Future Volume (veh/h)	15	783	60	200	386	96	91	26	381	11	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	17	870	67	222	429	107	101	29	423	12	3	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	57	1474	112	233	627	161	575	39	567	214	189	440
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	24	3100	236	314	1319	340	1316	104	1522	954	506	1181
Grp Volume(v), veh/h	502	0	452	254	0	504	101	0	452	12	0	10
Grp Sat Flow(s),veh/h/ln	1769	0	1592	373	0	1600	1316	0	1626	954	0	1687
Q Serve(g_s), s	0.0	0.0	16.8	21.7	0.0	19.5	4.2	0.0	19.6	0.9	0.0	0.3
Cycle Q Clear(g_c), s	16.5	0.0	16.8	38.5	0.0	19.5	4.6	0.0	19.6	20.5	0.0	0.3
Prop In Lane	0.03		0.15	0.87		0.21	1.00		0.94	1.00		0.70
Lane Grp Cap(c), veh/h	887	0	757	260	0	761	575	0	606	214	0	629
V/C Ratio(X)	0.57	0.00	0.60	0.97	0.00	0.66	0.18	0.00	0.75	0.06	0.00	0.02
Avail Cap(c_a), veh/h	887	0	757	260	0	761	575	0	606	214	0	629
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	15.6	32.2	0.0	16.3	17.5	0.0	22.1	30.9	0.0	16.0
Incr Delay (d2), s/veh	2.6	0.0	3.5	49.6	0.0	4.5	0.7	0.0	8.1	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	0.0	10.3	13.3	0.0	11.8	2.4	0.0	13.0	0.4	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	0.0	19.0	81.8	0.0	20.8	18.1	0.0	30.2	31.4	0.0	16.1
LnGrp LOS	B		B	F		C	B		C	C		B
Approach Vol, veh/h		954			758			553			22	
Approach Delay, s/veh		18.5			41.2			28.0			24.5	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	18.8	21.6	40.5	22.5
Green Ext Time (p_c), s	3.7	1.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.4
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	847	472	18	2	2
Future Vol, veh/h	4	847	472	18	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	941	524	20	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	1014	272
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1035	-	-	-	238	732
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	594	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	237	732
Mov Cap-2 Maneuver	-	-	-	-	237	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	594	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	15.18
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	358
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.5	0	-	-	15.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	789	4	20	441	17	3	0	9	47	0	15
Future Volume (veh/h)	25	789	4	20	441	17	3	0	9	47	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	27	858	4	22	479	18	3	0	10	51	0	16
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, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	436	1710	8	277	1189	45	68	0	226	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3484	16	652	3354	126	397	0	1322	1810	0	1610
Grp Volume(v), veh/h	27	420	442	22	243	254	13	0	0	51	0	16
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	652	1706	1774	1718	0	0	1810	0	1610
Q Serve(g_s), s	0.9	18.3	18.3	2.6	11.8	11.8	0.7	0.0	0.0	2.6	0.0	0.9
Cycle Q Clear(g_c), s	0.9	18.3	18.3	5.9	11.8	11.8	0.7	0.0	0.0	2.6	0.0	0.9
Prop In Lane	1.00		0.01	1.00		0.07	0.23		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	436	838	880	277	605	629	294	0	0	314	0	280
V/C Ratio(X)	0.06	0.50	0.50	0.08	0.40	0.40	0.04	0.00	0.00	0.16	0.00	0.06
Avail Cap(c_a), veh/h	436	838	880	277	605	629	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.6	18.9	18.9	26.0	26.7	26.7	38.1	0.0	0.0	38.6	0.0	37.9
Incr Delay (d2), s/veh	0.3	2.1	2.0	0.6	2.0	1.9	0.3	0.0	0.0	1.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	11.9	12.4	0.8	8.7	9.0	0.6	0.0	0.0	2.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	21.1	21.0	26.5	28.7	28.7	38.4	0.0	0.0	39.8	0.0	38.3
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		889			519			13			67	
Approach Delay, s/veh		20.9			28.6			38.4			39.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	2.9	13.8		4.6		20.3		2.7				
Green Ext Time (p_c), s	0.0	7.5		0.1		15.6		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		24.6	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	0	478	3	7	7	138	293	0	0	377	581
Future Volume (veh/h)	326	0	478	3	7	7	138	293	0	0	377	581
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	336	0	493	3	7	7	142	302	0	0	389	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1054	0	533	10	23	23	301	1505	0	0	538	
Arrive On Green	0.33	0.00	0.33	0.03	0.03	0.03	0.06	0.43	0.00	0.00	0.29	0.00
Sat Flow, veh/h	3182	0	1610	310	722	722	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	336	0	493	17	0	0	142	302	0	0	389	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1754	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	6.5	0.0	24.1	0.8	0.0	0.0	4.5	4.4	0.0	0.0	15.5	0.0
Cycle Q Clear(g_c), s	6.5	0.0	24.1	0.8	0.0	0.0	4.5	4.4	0.0	0.0	15.5	0.0
Prop In Lane	1.00		1.00	0.18		0.41	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1054	0	533	55	0	0	301	1505	0	0	538	
V/C Ratio(X)	0.32	0.00	0.92	0.31	0.00	0.00	0.47	0.20	0.00	0.00	0.72	
Avail Cap(c_a), veh/h	1121	0	567	410	0	0	301	1505	0	0	538	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	26.3	38.7	0.0	0.0	19.2	14.7	0.0	0.0	25.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	20.5	3.1	0.0	0.0	1.2	0.3	0.0	0.0	8.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	17.2	0.7	0.0	0.0	3.2	3.1	0.0	0.0	12.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	0.0	46.8	41.9	0.0	0.0	20.4	15.0	0.0	0.0	34.1	0.0
LnGrp LOS	C		D	D			C	B			C	
Approach Vol, veh/h		829			17			444			389	
Approach Delay, s/veh		36.2			41.9			16.7			34.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	11.0	30.0	8.5	41.0	32.3
Change Period (Y+Rc), s	5.7	* 6.1	5.9	* 6.1	5.2
Max Green Setting (Gmax), s	5.3	* 24	19.1	* 35	28.8
Max Q Clear Time (g_c+I1), s	8.5	17.5	2.8	6.4	26.1
Green Ext Time (p_c), s	0.0	2.4	0.0	4.7	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	2	15	39	22	21
Future Vol, veh/h	22	2	15	39	22	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	100	7	0	38	0
Mvmt Flow	31	3	21	55	31	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	143	46	61	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.263	-	-	-
Pot Cap-1 Maneuver	854	803	1511	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	842	803	1511	-	-	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	932	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.47	2.06	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	500	-	839	-	-
HCM Lane V/C Ratio	0.014	-	0.04	-	-
HCM Control Delay (s/veh)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	2	39	1354	3	59
Future Vol, veh/h	843	2	39	1354	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	887	2	41	1425	3	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	889	0	1682	887
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	795	-
Critical Hdwy	-	-	4.415	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3995	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	668	-	96	346
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	668	-	86	346
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.3	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	302	-	-	101	-
HCM Lane V/C Ratio	0.216	-	-	0.061	-
HCM Control Delay (s/veh)	20.2	-	-	10.7	1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	58	27	453	15	3	599
Future Vol, veh/h	58	27	453	15	3	599
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	97	97	97	97	97	97
Heavy Vehicles, %	0	4	1	13	0	1
Mvmt Flow	60	28	467	15	3	618

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1098	475	0	0	482	0
Stage 1	475	-	-	-	-	-
Stage 2	624	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	237	586	-	-	1091	-
Stage 1	630	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	586	-	-	1091	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.55	0	0.04
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	9	-
HCM Lane V/C Ratio	-	-	0.3	0.003	-
HCM Control Delay (s/veh)	-	-	22.6	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	477	113	449	851	30	159	13	303	84	41	36
Future Volume (veh/h)	10	477	113	449	851	30	159	13	303	84	41	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	502	119	473	896	32	167	14	319	88	43	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1061	301	350	813	30	536	25	579	311	347	306
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2233	634	562	1711	63	1307	68	1552	1055	930	822
Grp Volume(v), veh/h	331	0	301	543	0	858	167	0	333	88	0	81
Grp Sat Flow(s),veh/h/ln	1265	0	1601	646	0	1691	1307	0	1621	1055	0	1752
Q Serve(g_s), s	0.0	0.0	9.8	28.7	0.0	38.5	7.8	0.0	13.1	5.8	0.0	2.5
Cycle Q Clear(g_c), s	38.5	0.0	9.8	38.5	0.0	38.5	10.3	0.0	13.1	19.0	0.0	2.5
Prop In Lane	0.03		0.40	0.87		0.04	1.00		0.96	1.00		0.47
Lane Grp Cap(c), veh/h	647	0	761	390	0	804	536	0	604	311	0	653
V/C Ratio(X)	0.51	0.00	0.39	1.39	0.00	1.07	0.31	0.00	0.55	0.28	0.00	0.12
Avail Cap(c_a), veh/h	647	0	761	390	0	804	536	0	604	311	0	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	13.7	29.2	0.0	21.3	20.1	0.0	20.0	27.5	0.0	16.7
Incr Delay (d2), s/veh	2.9	0.0	1.5	191.7	0.0	51.3	1.5	0.0	3.6	2.3	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	0.0	6.4	45.2	0.0	34.6	4.4	0.0	9.0	2.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	0.0	15.3	220.9	0.0	72.6	21.6	0.0	23.6	29.8	0.0	17.1
LnGrp LOS	B		B	F		F	C		C	C		B
Approach Vol, veh/h		632			1401			500			169	
Approach Delay, s/veh		16.9			130.1			23.0			23.7	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	15.1	40.5	21.0
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	77.1
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	555	966	71	49	40
Future Vol, veh/h	21	555	966	71	49	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	578	1006	74	51	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1080	0	-	0	1376	540
Stage 1	-	-	-	-	1043	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	653	-	-	-	139	491
Stage 1	-	-	-	-	305	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	653	-	-	-	133	491
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.77	0	38.24
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	131	-	-	-	198
HCM Lane V/C Ratio	0.033	-	-	-	0.468
HCM Control Delay (s/veh)	10.7	0.4	-	-	38.2
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	521	2	8	914	91	5	0	21	30	0	31
Future Volume (veh/h)	70	521	2	8	914	91	5	0	21	30	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	560	2	9	983	98	5	0	23	32	0	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	251	1797	6	371	1157	115	52	0	240	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3661	13	862	3263	325	305	0	1403	1810	0	1610
Grp Volume(v), veh/h	75	274	288	9	535	546	28	0	0	32	0	33
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	862	1777	1812	1708	0	0	1810	0	1610
Q Serve(g_s), s	2.6	10.1	10.1	0.7	30.6	30.6	1.5	0.0	0.0	1.6	0.0	1.9
Cycle Q Clear(g_c), s	2.6	10.1	10.1	0.7	30.6	30.6	1.5	0.0	0.0	1.6	0.0	1.9
Prop In Lane	1.00		0.01	1.00		0.18	0.18		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	251	879	924	371	630	642	292	0	0	314	0	280
V/C Ratio(X)	0.30	0.31	0.31	0.02	0.85	0.85	0.10	0.00	0.00	0.10	0.00	0.12
Avail Cap(c_a), veh/h	251	879	924	371	630	642	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	16.8	16.8	23.2	32.8	32.8	38.4	0.0	0.0	38.2	0.0	38.3
Incr Delay (d2), s/veh	3.0	0.9	0.9	0.1	13.5	13.3	0.7	0.0	0.0	0.6	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	7.6	7.9	0.3	21.4	21.8	1.3	0.0	0.0	1.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	17.8	17.7	23.3	46.2	46.0	39.1	0.0	0.0	38.9	0.0	39.2
LnGrp LOS	C	B	B	C	D	D	D			D		D
Approach Vol, veh/h		637			1090			28			65	
Approach Delay, s/veh		18.7			46.0			39.1			39.0	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	4.6	32.6		3.9		12.1		3.5				
Green Ext Time (p_c), s	0.1	5.2		0.1		10.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.1									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	0	295	23	98	7	253	376	7	0	426	895
Future Volume (veh/h)	294	0	295	23	98	7	253	376	7	0	426	895
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	306	0	307	24	102	7	264	392	7	0	444	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	753	0	351	30	128	9	441	1961	35	0	736	
Arrive On Green	0.22	0.00	0.22	0.09	0.09	0.09	0.10	0.54	0.54	0.00	0.39	0.00
Sat Flow, veh/h	3456	0	1610	331	1408	97	1795	3600	64	0	1870	1572
Grp Volume(v), veh/h	306	0	307	133	0	0	264	195	204	0	444	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1836	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	8.9	0.0	21.6	8.3	0.0	0.0	9.8	6.5	6.5	0.0	22.1	0.0
Cycle Q Clear(g_c), s	8.9	0.0	21.6	8.3	0.0	0.0	9.8	6.5	6.5	0.0	22.1	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	753	0	351	167	0	0	441	975	1021	0	736	
V/C Ratio(X)	0.41	0.00	0.88	0.80	0.00	0.00	0.60	0.20	0.20	0.00	0.60	
Avail Cap(c_a), veh/h	1113	0	519	956	0	0	475	975	1021	0	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.4	0.0	44.3	52.3	0.0	0.0	19.7	13.6	13.6	0.0	28.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	10.9	8.4	0.0	0.0	1.8	0.5	0.4	0.0	3.6	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(95%),veh/ln	6.8	0.0	14.6	7.6	0.0	0.0	7.5	4.8	5.1	0.0	15.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	0.0	55.2	60.6	0.0	0.0	21.6	14.1	14.1	0.0	31.9	0.0
LnGrp LOS	D		E	E			C	B	B		C	
Approach Vol, veh/h		613			133			663			444	
Approach Delay, s/veh		47.5			60.6			17.1			31.9	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.7	52.3		16.6		70.0		30.8				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 44		61.1		* 64		37.8				
Max Q Clear Time (g_c+I1), s	11.8	24.1		10.3		8.5		23.6				
Green Ext Time (p_c), s	0.2	6.1		0.5		7.0		1.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	33.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	5	8	19	42	9
Future Vol, veh/h	14	5	8	19	42	9
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	72	72	72	72	72	72
Heavy Vehicles, %	8	20	37	22	22	11
Mvmt Flow	19	7	11	26	58	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	113	65	71	0	-	0
Stage 1	65	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.48	6.4	4.47	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.48	2.533	-	-	-
Pot Cap-1 Maneuver	869	951	1334	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	862	951	1334	-	-	-
Mov Cap-2 Maneuver	862	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.2	2.29	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	884	-	-
HCM Lane V/C Ratio	0.008	-	0.03	-	-
HCM Control Delay (s/veh)	7.7	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	13	40	702	3	33
Future Vol, veh/h	1185	13	40	702	3	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1347	15	45	798	3	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1361	0	1836	1347
Stage 1	-	-	-	-	1347	-
Stage 2	-	-	-	-	490	-
Critical Hdwy	-	-	4.46	-	7.095	6.395
Critical Hdwy Stg 1	-	-	-	-	5.895	-
Critical Hdwy Stg 2	-	-	-	-	6.295	-
Follow-up Hdwy	-	-	2.428	-	3.8135	3.4235
Pot Cap-1 Maneuver	-	-	420	-	57	171
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	420	-	49	171
Mov Cap-2 Maneuver	-	-	-	-	49	-
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	442	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.52	40.43
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	-	-	194	-
HCM Lane V/C Ratio	0.289	-	-	0.108	-
HCM Control Delay (s/veh)	40.4	-	-	14.6	1.8
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	16	491	30	2	268
Future Vol, veh/h	11	16	491	30	2	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	13	4	3	0	5
Mvmt Flow	13	18	558	34	2	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	884	575	0	0	592	0
Stage 1	575	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.5	6.33	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	306	497	-	-	994	-
Stage 1	547	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	305	497	-	-	994	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.86	0	0.06
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	396	13	-
HCM Lane V/C Ratio	-	-	0.078	0.002	-
HCM Control Delay (s/veh)	-	-	14.9	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	798	61	204	394	98	92	26	388	12	5	6
Future Volume (veh/h)	16	798	61	204	394	98	92	26	388	12	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	18	887	68	227	438	109	102	29	431	13	6	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	58	1473	112	228	625	160	572	38	568	208	298	348
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	26	3098	235	304	1315	337	1312	102	1523	947	799	933
Grp Volume(v), veh/h	512	0	461	256	0	518	102	0	460	13	0	13
Grp Sat Flow(s),veh/h/ln	1766	0	1592	354	0	1601	1312	0	1626	947	0	1732
Q Serve(g_s), s	0.0	0.0	17.3	21.2	0.0	20.3	4.3	0.0	20.0	1.0	0.0	0.4
Cycle Q Clear(g_c), s	17.0	0.0	17.3	38.5	0.0	20.3	4.7	0.0	20.0	21.0	0.0	0.4
Prop In Lane	0.04		0.15	0.89		0.21	1.00		0.94	1.00		0.54
Lane Grp Cap(c), veh/h	886	0	757	252	0	761	572	0	606	208	0	646
V/C Ratio(X)	0.58	0.00	0.61	1.01	0.00	0.68	0.18	0.00	0.76	0.06	0.00	0.02
Avail Cap(c_a), veh/h	886	0	757	252	0	761	572	0	606	208	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.7	32.8	0.0	16.5	17.5	0.0	22.2	31.4	0.0	16.1
Incr Delay (d2), s/veh	2.7	0.0	3.6	60.5	0.0	4.9	0.7	0.0	8.7	0.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	10.5	14.2	0.0	12.2	2.4	0.0	13.3	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	0.0	19.3	93.3	0.0	21.4	18.2	0.0	30.9	32.0	0.0	16.1
LnGrp LOS	B		B	F		C	B		C	C		B
Approach Vol, veh/h		973			774			562			26	
Approach Delay, s/veh		18.8			45.1			28.6			24.0	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	19.3	22.0	40.5	23.0
Green Ext Time (p_c), s	3.7	1.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	863	481	18	2	2
Future Vol, veh/h	4	863	481	18	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	959	534	20	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	1033	277
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1026	-	-	-	232	726
Stage 1	-	-	-	-	551	-
Stage 2	-	-	-	-	588	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1026	-	-	-	230	726
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	588	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	15.43
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	350
HCM Lane V/C Ratio	0.004	-	-	-	0.013
HCM Control Delay (s/veh)	8.5	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	804	4	20	448	18	3	0	9	48	0	16
Future Volume (veh/h)	25	804	4	20	448	18	3	0	9	48	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	27	874	4	22	487	20	3	0	10	52	0	17
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, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	432	1710	8	271	1185	49	68	0	226	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3484	16	642	3341	137	397	0	1322	1810	0	1610
Grp Volume(v), veh/h	27	428	450	22	248	259	13	0	0	52	0	17
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	642	1706	1772	1718	0	0	1810	0	1610
Q Serve(g_s), s	0.9	18.8	18.8	2.7	12.1	12.1	0.7	0.0	0.0	2.7	0.0	1.0
Cycle Q Clear(g_c), s	0.9	18.8	18.8	6.4	12.1	12.1	0.7	0.0	0.0	2.7	0.0	1.0
Prop In Lane	1.00		0.01	1.00		0.08	0.23		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	432	838	880	271	605	628	294	0	0	314	0	280
V/C Ratio(X)	0.06	0.51	0.51	0.08	0.41	0.41	0.04	0.00	0.00	0.17	0.00	0.06
Avail Cap(c_a), veh/h	432	838	880	271	605	628	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	19.0	19.0	26.3	26.8	26.8	38.1	0.0	0.0	38.7	0.0	38.0
Incr Delay (d2), s/veh	0.3	2.2	2.1	0.6	2.1	2.0	0.3	0.0	0.0	1.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.2	12.6	0.8	8.9	9.2	0.6	0.0	0.0	2.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.9	21.3	21.1	26.9	28.9	28.8	38.4	0.0	0.0	39.8	0.0	38.4
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		905			529			13			69	
Approach Delay, s/veh		21.1			28.8			38.4			39.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	2.9	14.1		4.7		20.8		2.7				
Green Ext Time (p_c), s	0.0	7.7		0.1		15.9		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		24.8	
HCM 7th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	0	487	3	7	7	140	298	0	0	384	592
Future Volume (veh/h)	331	0	487	3	7	7	140	298	0	0	384	592
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	341	0	502	3	7	7	144	307	0	0	396	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1066	0	539	10	23	23	293	1497	0	0	535	
Arrive On Green	0.33	0.00	0.33	0.03	0.03	0.03	0.06	0.42	0.00	0.00	0.29	0.00
Sat Flow, veh/h	3182	0	1610	310	722	722	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	341	0	502	17	0	0	144	307	0	0	396	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1754	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	6.6	0.0	24.8	0.8	0.0	0.0	4.6	4.5	0.0	0.0	16.0	0.0
Cycle Q Clear(g_c), s	6.6	0.0	24.8	0.8	0.0	0.0	4.6	4.5	0.0	0.0	16.0	0.0
Prop In Lane	1.00		1.00	0.18		0.41	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1066	0	539	55	0	0	293	1497	0	0	535	
V/C Ratio(X)	0.32	0.00	0.93	0.31	0.00	0.00	0.49	0.21	0.00	0.00	0.74	
Avail Cap(c_a), veh/h	1115	0	564	408	0	0	293	1497	0	0	535	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	26.4	38.9	0.0	0.0	19.6	14.9	0.0	0.0	26.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	21.8	3.1	0.0	0.0	1.3	0.3	0.0	0.0	8.9	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	17.8	0.7	0.0	0.0	3.3	3.2	0.0	0.0	12.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.5	0.0	48.3	42.1	0.0	0.0	20.8	15.2	0.0	0.0	35.2	0.0
LnGrp LOS	C		D	D			C	B			D	
Approach Vol, veh/h		843			17			451			396	
Approach Delay, s/veh		37.0			42.1			17.0			35.2	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	30.0		8.5		41.0		32.7				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	5.3	* 24		19.1		* 35		28.8				
Max Q Clear Time (g_c+I1), s	6.6	18.0		2.8		6.5		26.8				
Green Ext Time (p_c), s	0.0	2.3		0.0		4.8		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	31.4
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	2	16	40	22	21
Future Vol, veh/h	22	2	16	40	22	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	100	7	0	38	0
Mvmt Flow	31	3	23	56	31	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	147	46	61	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.263	-	-	-
Pot Cap-1 Maneuver	850	803	1511	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	803	1511	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	928	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.5	2.12	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	514	-	834	-	-
HCM Lane V/C Ratio	0.015	-	0.041	-	-
HCM Control Delay (s/veh)	7.4	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	2	40	1380	3	60
Future Vol, veh/h	859	2	40	1380	3	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	904	2	42	1453	3	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	906	0	1715	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	-	-	4.415	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3995	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	658	-	91	338
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	403	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	658	-	81	338
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	360	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.37	20.78
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	294	-	-	101	-
HCM Lane V/C Ratio	0.226	-	-	0.064	-
HCM Control Delay (s/veh)	20.8	-	-	10.8	1.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	27	461	16	3	610
Future Vol, veh/h	59	27	461	16	3	610
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	97	97	97	97	97	97
Heavy Vehicles, %	0	4	1	13	0	1
Mvmt Flow	61	28	475	16	3	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1119	484	0	0	492	0
Stage 1	484	-	-	-	-	-
Stage 2	635	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	231	579	-	-	1082	-
Stage 1	624	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	230	579	-	-	1082	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	23.36	0	0.04
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	284	9	-
HCM Lane V/C Ratio	-	-	0.313	0.003	-
HCM Control Delay (s/veh)	-	-	23.4	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	486	114	457	867	30	162	14	309	86	42	37
Future Volume (veh/h)	11	486	114	457	867	30	162	14	309	86	42	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	12	512	120	481	913	32	171	15	325	91	44	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1052	298	346	813	29	535	27	578	305	346	307
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2212	627	553	1711	62	1305	72	1550	1049	929	823
Grp Volume(v), veh/h	338	0	306	552	0	874	171	0	340	91	0	83
Grp Sat Flow(s),veh/h/ln	1237	0	1603	634	0	1691	1305	0	1621	1049	0	1752
Q Serve(g_s), s	0.0	0.0	10.1	28.4	0.0	38.5	8.0	0.0	13.5	6.1	0.0	2.5
Cycle Q Clear(g_c), s	38.5	0.0	10.1	38.5	0.0	38.5	10.6	0.0	13.5	19.6	0.0	2.5
Prop In Lane	0.04		0.39	0.87		0.04	1.00		0.96	1.00		0.47
Lane Grp Cap(c), veh/h	634	0	762	385	0	804	535	0	604	305	0	653
V/C Ratio(X)	0.53	0.00	0.40	1.44	0.00	1.09	0.32	0.00	0.56	0.30	0.00	0.13
Avail Cap(c_a), veh/h	634	0	762	385	0	804	535	0	604	305	0	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	13.8	29.4	0.0	21.3	20.2	0.0	20.2	27.9	0.0	16.7
Incr Delay (d2), s/veh	3.2	0.0	1.6	210.3	0.0	58.1	1.6	0.0	3.8	2.5	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	6.5	48.1	0.0	36.9	4.6	0.0	9.2	3.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.2	0.0	15.4	239.6	0.0	79.4	21.8	0.0	23.9	30.4	0.0	17.1
LnGrp LOS	B		B	F		F	C		C	C		B
Approach Vol, veh/h		644			1426			511			174	
Approach Delay, s/veh		17.4			141.4			23.2			24.1	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	15.5	40.5	21.6
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	83.1
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	565	984	72	49	41
Future Vol, veh/h	21	565	984	72	49	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	589	1025	75	51	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1100	0	-	0	1401	550
Stage 1	-	-	-	-	1063	-
Stage 2	-	-	-	-	338	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	642	-	-	-	134	484
Stage 1	-	-	-	-	298	-
Stage 2	-	-	-	-	700	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	642	-	-	-	128	484
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	700	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.78	0	40.18
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	193
HCM Lane V/C Ratio	0.034	-	-	-	0.486
HCM Control Delay (s/veh)	10.8	0.4	-	-	40.2
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	530	2	8	931	92	5	0	21	30	0	32
Future Volume (veh/h)	71	530	2	8	931	92	5	0	21	30	0	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	570	2	9	1001	99	5	0	23	32	0	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	246	1797	6	368	1158	114	52	0	240	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3661	13	854	3266	323	305	0	1403	1810	0	1610
Grp Volume(v), veh/h	76	279	293	9	544	556	28	0	0	32	0	34
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	854	1777	1812	1708	0	0	1810	0	1610
Q Serve(g_s), s	2.6	10.3	10.3	0.8	31.4	31.4	1.5	0.0	0.0	1.6	0.0	2.0
Cycle Q Clear(g_c), s	2.6	10.3	10.3	0.8	31.4	31.4	1.5	0.0	0.0	1.6	0.0	2.0
Prop In Lane	1.00		0.01	1.00		0.18	0.18		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	246	879	924	368	630	643	292	0	0	314	0	280
V/C Ratio(X)	0.31	0.32	0.32	0.02	0.86	0.86	0.10	0.00	0.00	0.10	0.00	0.12
Avail Cap(c_a), veh/h	246	879	924	368	630	643	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	16.9	16.9	23.2	33.0	33.0	38.4	0.0	0.0	38.2	0.0	38.4
Incr Delay (d2), s/veh	3.2	0.9	0.9	0.1	14.7	14.5	0.7	0.0	0.0	0.6	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	7.8	8.0	0.3	22.1	22.4	1.3	0.0	0.0	1.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.4	17.8	17.8	23.3	47.7	47.5	39.1	0.0	0.0	38.9	0.0	39.3
LnGrp LOS	C	B	B	C	D	D	D			D		D
Approach Vol, veh/h		648			1109			28			66	
Approach Delay, s/veh		18.8			47.4			39.1			39.1	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	4.6	33.4		4.0		12.3		3.5				
Green Ext Time (p_c), s	0.1	4.7		0.1		10.2		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		37.0	
HCM 7th LOS		D	

Notes
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	0	301	23	100	7	258	383	7	0	435	912
Future Volume (veh/h)	300	0	301	23	100	7	258	383	7	0	435	912
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	312	0	314	24	104	7	269	399	7	0	453	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	767	0	357	30	130	9	430	1947	34	0	725	
Arrive On Green	0.22	0.00	0.22	0.09	0.09	0.09	0.10	0.54	0.54	0.00	0.39	0.00
Sat Flow, veh/h	3456	0	1610	327	1415	95	1795	3602	63	0	1870	1572
Grp Volume(v), veh/h	312	0	314	135	0	0	269	198	208	0	453	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1837	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	9.1	0.0	22.3	8.5	0.0	0.0	10.2	6.8	6.8	0.0	23.1	0.0
Cycle Q Clear(g_c), s	9.1	0.0	22.3	8.5	0.0	0.0	10.2	6.8	6.8	0.0	23.1	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	767	0	357	169	0	0	430	968	1013	0	725	
V/C Ratio(X)	0.41	0.00	0.88	0.80	0.00	0.00	0.62	0.20	0.21	0.00	0.62	
Avail Cap(c_a), veh/h	1105	0	515	950	0	0	459	968	1013	0	725	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	0.0	44.4	52.6	0.0	0.0	20.5	14.0	14.0	0.0	29.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	11.7	8.4	0.0	0.0	2.4	0.5	0.5	0.0	4.0	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(95%),veh/ln	7.0	0.0	15.1	7.8	0.0	0.0	7.8	5.0	5.3	0.0	16.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.7	0.0	56.1	61.0	0.0	0.0	22.9	14.5	14.5	0.0	33.3	0.0
LnGrp LOS	D		E	E			C	B	B		C	
Approach Vol, veh/h		626			135			675			453	
Approach Delay, s/veh		47.9			61.0			17.8			33.3	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.1	51.9		16.8		70.0		31.4				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 44		61.1		* 64		37.8				
Max Q Clear Time (g_c+I1), s	12.2	25.1		10.5		8.8		24.3				
Green Ext Time (p_c), s	0.2	6.0		0.5		7.2		2.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	34.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	6	10	22	48	11
Future Vol, veh/h	16	6	10	22	48	11
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	72	72	72	72	72	72
Heavy Vehicles, %	8	20	37	22	22	11
Mvmt Flow	22	8	14	31	67	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	133	74	82	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.48	6.4	4.47	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.48	2.533	-	-	-
Pot Cap-1 Maneuver	847	939	1321	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	949	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	939	1321	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	949	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.32	2.42	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	562	-	864	-	-
HCM Lane V/C Ratio	0.011	-	0.035	-	-
HCM Control Delay (s/veh)	7.8	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	15	46	806	4	38
Future Vol, veh/h	1360	15	46	806	4	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1545	17	52	916	5	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1563	0	2108	1545
Stage 1	-	-	-	-	1545	-
Stage 2	-	-	-	-	563	-
Critical Hdwy	-	-	4.46	-	7.095	6.395
Critical Hdwy Stg 1	-	-	-	-	5.895	-
Critical Hdwy Stg 2	-	-	-	-	6.295	-
Follow-up Hdwy	-	-	2.428	-	3.8135	3.4235
Pot Cap-1 Maneuver	-	-	346	-	37	129
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	469	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	346	-	30	129
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	374	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.9	72.93
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	98	-	-	194	-
HCM Lane V/C Ratio	0.489	-	-	0.151	-
HCM Control Delay (s/veh)	72.9	-	-	17.2	3.1
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	2.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	18	552	35	2	303
Future Vol, veh/h	12	18	552	35	2	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	13	4	3	0	5
Mvmt Flow	14	20	627	40	2	344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	996	647	0	0	667	0
Stage 1	647	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.5	6.33	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	262	452	-	-	932	-
Stage 1	506	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	452	-	-	932	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.4	0	0.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	350	12	-
HCM Lane V/C Ratio	-	-	0.097	0.002	-
HCM Control Delay (s/veh)	-	-	16.4	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	920	67	232	454	113	99	29	441	13	6	7
Future Volume (veh/h)	18	920	67	232	454	113	99	29	441	13	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	20	1022	74	258	504	126	110	32	490	14	7	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	54	1367	106	193	611	155	570	37	569	157	302	345
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	18	2875	222	223	1286	326	1310	100	1526	894	809	925
Grp Volume(v), veh/h	585	0	531	268	0	620	110	0	522	14	0	15
Grp Sat Flow(s),veh/h/ln	1521	0	1595	232	0	1603	1310	0	1625	894	0	1734
Q Serve(g_s), s	2.8	0.0	21.2	17.3	0.0	26.8	4.7	0.0	24.0	1.2	0.0	0.4
Cycle Q Clear(g_c), s	29.6	0.0	21.2	38.5	0.0	26.8	5.1	0.0	24.0	25.2	0.0	0.4
Prop In Lane	0.03		0.14	0.96		0.20	1.00		0.94	1.00		0.53
Lane Grp Cap(c), veh/h	769	0	758	198	0	762	570	0	606	157	0	646
V/C Ratio(X)	0.76	0.00	0.70	1.36	0.00	0.81	0.19	0.00	0.86	0.09	0.00	0.02
Avail Cap(c_a), veh/h	769	0	758	198	0	762	570	0	606	157	0	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	16.7	35.7	0.0	18.2	17.7	0.0	23.5	35.1	0.0	16.1
Incr Delay (d2), s/veh	7.0	0.0	5.3	190.2	0.0	9.3	0.8	0.0	14.9	1.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	0.0	12.7	24.3	0.0	16.1	2.6	0.0	16.4	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.8	0.0	22.0	225.8	0.0	27.5	18.4	0.0	38.4	36.2	0.0	16.1
LnGrp LOS	C		C	F		C	B		D	D		B
Approach Vol, veh/h		1116			888			632			29	
Approach Delay, s/veh		23.0			87.4			34.9			25.8	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	31.6	26.0	40.5	27.2
Green Ext Time (p_c), s	2.8	1.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.3
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	992	547	20	2	2
Future Vol, veh/h	5	992	547	20	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	6	1102	608	22	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	1181	315
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	562	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	962	-	-	-	186	687
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	540	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	962	-	-	-	184	687
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	540	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.12	0	17.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	291
HCM Lane V/C Ratio	0.006	-	-	-	0.015
HCM Control Delay (s/veh)	8.8	0.1	-	-	17.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	924	5	23	510	20	4	0	11	55	0	18
Future Volume (veh/h)	29	924	5	23	510	20	4	0	11	55	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	32	1004	5	25	554	22	4	0	12	60	0	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	403	1709	9	227	1186	47	74	0	221	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3482	17	567	3346	133	430	0	1291	1810	0	1610
Grp Volume(v), veh/h	32	492	517	25	282	294	16	0	0	60	0	20
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	567	1706	1772	1722	0	0	1810	0	1610
Q Serve(g_s), s	1.1	22.7	22.7	3.6	14.1	14.1	0.9	0.0	0.0	3.1	0.0	1.1
Cycle Q Clear(g_c), s	1.1	22.7	22.7	11.3	14.1	14.1	0.9	0.0	0.0	3.1	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.07	0.25		0.75	1.00		1.00
Lane Grp Cap(c), veh/h	403	838	880	227	605	628	294	0	0	314	0	280
V/C Ratio(X)	0.08	0.59	0.59	0.11	0.47	0.47	0.05	0.00	0.00	0.19	0.00	0.07
Avail Cap(c_a), veh/h	403	838	880	227	605	628	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	20.0	20.0	29.4	27.5	27.5	38.2	0.0	0.0	38.8	0.0	38.0
Incr Delay (d2), s/veh	0.4	3.0	2.9	1.0	2.6	2.5	0.4	0.0	0.0	1.3	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.3	14.9	1.0	10.1	10.4	0.7	0.0	0.0	2.7	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	23.0	22.9	30.4	30.0	30.0	38.5	0.0	0.0	40.2	0.0	38.5
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		1041			601			16			80	
Approach Delay, s/veh		22.8			30.0			38.5			39.8	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	3.1	16.1		5.1		24.7		2.9				
Green Ext Time (p_c), s	0.0	8.5		0.2		17.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.2									
HCM 7th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	0	561	4	8	8	161	344	0	0	443	680
Future Volume (veh/h)	377	0	561	4	8	8	161	344	0	0	443	680
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	389	0	578	4	8	8	166	355	0	0	457	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1066	0	539	12	25	25	240	1467	0	0	524	
Arrive On Green	0.34	0.00	0.34	0.04	0.04	0.04	0.06	0.42	0.00	0.00	0.28	0.00
Sat Flow, veh/h	3182	0	1610	351	702	702	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	389	0	578	20	0	0	166	355	0	0	457	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1756	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	7.8	0.0	28.1	0.9	0.0	0.0	5.3	5.5	0.0	0.0	19.8	0.0
Cycle Q Clear(g_c), s	7.8	0.0	28.1	0.9	0.0	0.0	5.3	5.5	0.0	0.0	19.8	0.0
Prop In Lane	1.00		1.00	0.20		0.40	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1066	0	539	62	0	0	240	1467	0	0	524	
V/C Ratio(X)	0.36	0.00	1.07	0.32	0.00	0.00	0.69	0.24	0.00	0.00	0.87	
Avail Cap(c_a), veh/h	1066	0	539	400	0	0	240	1467	0	0	524	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	21.1	0.0	27.9	39.5	0.0	0.0	22.5	15.9	0.0	0.0	28.5	0.0
Incr Delay (d2), s/veh	0.2	0.0	59.3	2.9	0.0	0.0	8.2	0.4	0.0	0.0	17.8	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(95%),veh/ln	5.0	0.0	27.3	0.8	0.0	0.0	4.8	3.9	0.0	0.0	16.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	87.2	42.4	0.0	0.0	30.7	16.3	0.0	0.0	46.3	0.0
LnGrp LOS	C		F	D			C	B			D	
Approach Vol, veh/h		967			20			521			457	
Approach Delay, s/veh		60.7			42.4			20.9			46.3	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	30.0		8.9		41.0		34.0				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.9				
Max Green Setting (Gmax), s	5.3	* 24		19.1		* 35		28.1				
Max Q Clear Time (g_c+I1), s	7.3	21.8		2.9		7.5		30.1				
Green Ext Time (p_c), s	0.0	1.0		0.0		5.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	2	18	46	25	24
Future Vol, veh/h	25	2	18	46	25	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	0	100	7	0	38	0
Mvmt Flow	35	3	25	65	35	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	168	52	69	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.17	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.263	-	-	-
Pot Cap-1 Maneuver	827	796	1501	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	813	796	1501	-	-	-
Mov Cap-2 Maneuver	813	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.65	2.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	506	-	812	-	-
HCM Lane V/C Ratio	0.017	-	0.047	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	2	46	1588	4	69
Future Vol, veh/h	987	2	46	1588	4	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	1039	2	48	1672	4	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1041	0	1972	1039
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	933	-
Critical Hdwy	-	-	4.415	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3995	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	580	-	62	283
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	348	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	580	-	53	283
Mov Cap-2 Maneuver	-	-	-	-	53	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	294	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.01	28.62
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	228	-	-	101	-
HCM Lane V/C Ratio	0.337	-	-	0.083	-
HCM Control Delay (s/veh)	28.6	-	-	11.8	1.7
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	31	525	18	4	697
Future Vol, veh/h	68	31	525	18	4	697
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	97	97	97	97	97	97
Heavy Vehicles, %	0	4	1	13	0	1
Mvmt Flow	70	32	541	19	4	719

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1277	551	0	0	560	0
Stage 1	551	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.4	6.24	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	-	-	2.2	-
Pot Cap-1 Maneuver	185	531	-	-	1021	-
Stage 1	582	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	531	-	-	1021	-
Mov Cap-2 Maneuver	184	-	-	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	479	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	32.27	0	0.05
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	10	-
HCM Lane V/C Ratio	-	-	0.441	0.004	-
HCM Control Delay (s/veh)	-	-	32.3	8.5	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	560	128	524	999	35	183	15	353	99	48	42
Future Volume (veh/h)	12	560	128	524	999	35	183	15	353	99	48	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	13	589	135	552	1052	37	193	16	372	104	51	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1042	296	309	810	30	524	25	579	265	351	303
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2192	622	477	1704	63	1290	67	1554	1004	942	812
Grp Volume(v), veh/h	389	0	348	640	0	1001	193	0	388	104	0	95
Grp Sat Flow(s),veh/h/ln	1210	0	1604	553	0	1691	1290	0	1620	1004	0	1754
Q Serve(g_s), s	0.0	0.0	11.8	26.7	0.0	38.5	9.4	0.0	16.0	7.7	0.0	2.9
Cycle Q Clear(g_c), s	38.5	0.0	11.8	38.5	0.0	38.5	12.4	0.0	16.0	23.7	0.0	2.9
Prop In Lane	0.03		0.39	0.86		0.04	1.00		0.96	1.00		0.46
Lane Grp Cap(c), veh/h	621	0	762	346	0	804	524	0	604	265	0	654
V/C Ratio(X)	0.63	0.00	0.46	1.85	0.00	1.25	0.37	0.00	0.64	0.39	0.00	0.15
Avail Cap(c_a), veh/h	621	0	762	346	0	804	524	0	604	265	0	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.0	0.0	14.2	30.3	0.0	21.3	20.9	0.0	20.9	30.7	0.0	16.8
Incr Delay (d2), s/veh	4.7	0.0	2.0	394.6	0.0	120.8	2.0	0.0	5.2	4.3	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	7.7	74.8	0.0	58.9	5.3	0.0	10.6	3.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	0.0	16.2	424.9	0.0	142.1	22.9	0.0	26.1	35.0	0.0	17.3
LnGrp LOS	C		B	F		F	C		C	D		B
Approach Vol, veh/h		737			1641			581			199	
Approach Delay, s/veh		19.7			252.4			25.1			26.6	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	18.0	40.5	25.7
Green Ext Time (p_c), s	0.0	2.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	142.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	648	1131	83	57	47
Future Vol, veh/h	24	648	1131	83	57	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	25	675	1178	86	59	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1265	0	-	0	1609	632
Stage 1	-	-	-	-	1221	-
Stage 2	-	-	-	-	388	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	556	-	-	-	97	428
Stage 1	-	-	-	-	246	-
Stage 2	-	-	-	-	661	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	556	-	-	-	92	428
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1	0	83.62
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	129	-	-	-	143
HCM Lane V/C Ratio	0.045	-	-	-	0.76
HCM Control Delay (s/veh)	11.8	0.6	-	-	83.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	4.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	608	2	10	1040	106	6	0	24	35	0	36
Future Volume (veh/h)	82	608	2	10	1040	106	6	0	24	35	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	654	2	11	1118	114	6	0	26	38	0	39
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	218	1798	5	345	1154	118	55	0	237	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3663	11	790	3256	332	321	0	1389	1810	0	1610
Grp Volume(v), veh/h	88	320	336	11	609	623	32	0	0	38	0	39
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	790	1777	1811	1710	0	0	1810	0	1610
Q Serve(g_s), s	3.1	12.2	12.2	1.0	37.1	37.2	1.7	0.0	0.0	1.9	0.0	2.3
Cycle Q Clear(g_c), s	3.1	12.2	12.2	1.0	37.1	37.2	1.7	0.0	0.0	1.9	0.0	2.3
Prop In Lane	1.00		0.01	1.00		0.18	0.19		0.81	1.00		1.00
Lane Grp Cap(c), veh/h	218	879	924	345	630	642	292	0	0	314	0	280
V/C Ratio(X)	0.40	0.36	0.36	0.03	0.97	0.97	0.11	0.00	0.00	0.12	0.00	0.14
Avail Cap(c_a), veh/h	218	879	924	345	630	642	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	17.4	17.4	23.2	34.9	34.9	38.5	0.0	0.0	38.4	0.0	38.5
Incr Delay (d2), s/veh	5.5	1.2	1.1	0.2	28.7	28.8	0.8	0.0	0.0	0.8	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	8.8	9.2	0.4	27.8	28.4	1.4	0.0	0.0	1.7	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	18.5	18.5	23.4	63.6	63.7	39.3	0.0	0.0	39.2	0.0	39.5
LnGrp LOS	C	B	B	C	E	E	D			D		D
Approach Vol, veh/h		744			1243			32			77	
Approach Delay, s/veh		19.9			63.3			39.3			39.3	
Approach LOS		B			E			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	5.1	39.2		4.3		14.2		3.7				
Green Ext Time (p_c), s	0.1	0.0		0.2		12.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			46.6									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	343	0	346	27	115	8	297	442	8	0	501	1048
Future Volume (veh/h)	343	0	346	27	115	8	297	442	8	0	501	1048
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	357	0	360	28	120	8	309	460	8	0	522	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	856	0	399	34	146	10	352	1842	32	0	657	
Arrive On Green	0.25	0.00	0.25	0.10	0.10	0.10	0.11	0.51	0.51	0.00	0.35	0.00
Sat Flow, veh/h	3456	0	1610	330	1413	94	1795	3602	63	0	1870	1572
Grp Volume(v), veh/h	357	0	360	156	0	0	309	229	239	0	522	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1837	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	10.8	0.0	27.1	10.4	0.0	0.0	13.5	8.9	8.9	0.0	31.4	0.0
Cycle Q Clear(g_c), s	10.8	0.0	27.1	10.4	0.0	0.0	13.5	8.9	8.9	0.0	31.4	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	856	0	399	190	0	0	352	916	958	0	657	
V/C Ratio(X)	0.42	0.00	0.90	0.82	0.00	0.00	0.88	0.25	0.25	0.00	0.79	
Avail Cap(c_a), veh/h	1045	0	487	898	0	0	352	916	958	0	657	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.4	0.0	45.5	54.9	0.0	0.0	26.9	17.1	17.1	0.0	36.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	17.6	8.6	0.0	0.0	21.4	0.7	0.6	0.0	9.6	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(95%),veh/ln	8.1	0.0	18.5	9.1	0.0	0.0	12.2	6.8	7.1	0.0	22.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.8	0.0	63.2	63.5	0.0	0.0	48.3	17.7	17.7	0.0	46.1	0.0
LnGrp LOS	D		E	E			D	B	B		D	
Approach Vol, veh/h		717			156			777			522	
Approach Delay, s/veh		51.5			63.5			29.9			46.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	50.0		18.8		70.0		36.1				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 44		61.1		* 64		37.8				
Max Q Clear Time (g_c+I1), s	15.5	33.4		12.4		10.9		29.1				
Green Ext Time (p_c), s	0.0	4.8		0.6		8.4		1.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	43.3
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

APPENDIX K

CAPACITY ANALYSIS - BUILD CONDITIONS

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	19	57	95	64	9
Future Vol, veh/h	13	19	57	95	64	9
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	26	79	132	89	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	385	95	101	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	290	-	-	-	-	-
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	618	961	1491	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	582	961	1491	-	-	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.03	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	675	-	760	-	-
HCM Lane V/C Ratio	0.053	-	0.058	-	-
HCM Control Delay (s/veh)	7.6	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	20	54	689	28	83
Future Vol, veh/h	1163	20	54	689	28	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	23	61	783	32	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1344	0	1836	1322
Stage 1	-	-	-	-	1322	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.355	-	6.66	6.275
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.3615	-	3.538	3.3475
Pot Cap-1 Maneuver	-	-	451	-	74	187
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	451	-	61	187
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	464	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.02	157.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	123	-	-	262	-
HCM Lane V/C Ratio	1.028	-	-	0.136	-
HCM Control Delay (s/veh)	157.5	-	-	14.2	2.1
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	7.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	40	483	37	9	264
Future Vol, veh/h	34	40	483	37	9	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	39	45	549	42	10	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	570	0	0	591	0
Stage 1	570	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.43	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	312	515	-	-	995	-
Stage 1	564	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	308	515	-	-	995	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	724	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.61	0	0.29
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	394	59	-
HCM Lane V/C Ratio	-	-	0.214	0.01	-
HCM Control Delay (s/veh)	-	-	16.6	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	790	66	200	409	98	113	29	381	12	6	6
Future Volume (veh/h)	15	790	66	200	409	98	113	29	381	12	6	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	17	878	73	222	454	109	126	32	423	13	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	57	1464	120	225	636	159	571	43	564	212	325	325
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	24	3080	253	301	1339	334	1311	114	1513	951	872	872
Grp Volume(v), veh/h	510	0	458	263	0	522	126	0	455	13	0	14
Grp Sat Flow(s),veh/h/ln	1768	0	1589	373	0	1601	1311	0	1628	951	0	1743
Q Serve(g_s), s	0.0	0.0	17.2	21.3	0.0	20.6	5.4	0.0	19.7	1.0	0.0	0.4
Cycle Q Clear(g_c), s	16.9	0.0	17.2	38.5	0.0	20.6	5.9	0.0	19.7	20.7	0.0	0.4
Prop In Lane	0.03		0.16	0.85		0.21	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	886	0	755	259	0	761	571	0	607	212	0	650
V/C Ratio(X)	0.58	0.00	0.61	1.01	0.00	0.69	0.22	0.00	0.75	0.06	0.00	0.02
Avail Cap(c_a), veh/h	886	0	755	259	0	761	571	0	607	212	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	15.7	32.4	0.0	16.5	17.9	0.0	22.1	31.1	0.0	16.1
Incr Delay (d2), s/veh	2.7	0.0	3.6	59.1	0.0	5.0	0.9	0.0	8.3	0.6	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	0.0	10.5	14.4	0.0	12.4	3.0	0.0	13.1	0.5	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.3	0.0	19.3	91.4	0.0	21.5	18.8	0.0	30.4	31.7	0.0	16.1
LnGrp LOS	B		B	F		C	B		C	C		B
Approach Vol, veh/h		968			785			581			27	
Approach Delay, s/veh		18.7			44.9			27.9			23.6	
Approach LOS		B			D			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	19.2	21.7	40.5	22.7
Green Ext Time (p_c), s	3.7	1.7	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.8
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	860	516	19	2	2
Future Vol, veh/h	4	860	516	19	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	956	573	21	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	594	0	-	0	1071	297
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	487	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	992	-	-	-	219	705
Stage 1	-	-	-	-	526	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	992	-	-	-	218	705
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	523	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	15.97
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	333
HCM Lane V/C Ratio	0.004	-	-	-	0.013
HCM Control Delay (s/veh)	8.6	0.1	-	-	16
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	801	4	21	481	20	3	0	9	48	0	15
Future Volume (veh/h)	25	801	4	21	481	20	3	0	9	48	0	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	27	871	4	23	523	22	3	0	10	52	0	16
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, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	415	1710	8	272	1183	50	68	0	226	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3484	16	644	3337	140	397	0	1322	1810	0	1610
Grp Volume(v), veh/h	27	427	448	23	267	278	13	0	0	52	0	16
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	644	1706	1771	1718	0	0	1810	0	1610
Q Serve(g_s), s	0.9	18.7	18.7	2.8	13.2	13.2	0.7	0.0	0.0	2.7	0.0	0.9
Cycle Q Clear(g_c), s	0.9	18.7	18.7	6.4	13.2	13.2	0.7	0.0	0.0	2.7	0.0	0.9
Prop In Lane	1.00		0.01	1.00		0.08	0.23		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	415	838	880	272	605	628	294	0	0	314	0	280
V/C Ratio(X)	0.07	0.51	0.51	0.08	0.44	0.44	0.04	0.00	0.00	0.17	0.00	0.06
Avail Cap(c_a), veh/h	415	838	880	272	605	628	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.8	19.0	19.0	26.3	27.2	27.2	38.1	0.0	0.0	38.7	0.0	37.9
Incr Delay (d2), s/veh	0.3	2.2	2.1	0.6	2.3	2.3	0.3	0.0	0.0	1.1	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.1	12.6	0.8	9.5	9.8	0.6	0.0	0.0	2.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.1	21.2	21.1	26.9	29.5	29.4	38.4	0.0	0.0	39.8	0.0	38.3
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		902			568			13			68	
Approach Delay, s/veh		21.1			29.4			38.4			39.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	2.9	15.2		4.7		20.7		2.7				
Green Ext Time (p_c), s	0.0	8.1		0.1		15.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.1									
HCM 7th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	0	499	3	7	7	144	293	0	0	377	590
Future Volume (veh/h)	356	0	499	3	7	7	144	293	0	0	377	590
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	367	0	514	3	7	7	148	302	0	0	389	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1081	0	547	10	23	23	293	1486	0	0	531	
Arrive On Green	0.34	0.00	0.34	0.03	0.03	0.03	0.06	0.42	0.00	0.00	0.29	0.00
Sat Flow, veh/h	3182	0	1610	310	722	722	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	367	0	514	17	0	0	148	302	0	0	389	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1754	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	7.1	0.0	25.6	0.8	0.0	0.0	4.8	4.5	0.0	0.0	15.8	0.0
Cycle Q Clear(g_c), s	7.1	0.0	25.6	0.8	0.0	0.0	4.8	4.5	0.0	0.0	15.8	0.0
Prop In Lane	1.00		1.00	0.18		0.41	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1081	0	547	55	0	0	293	1486	0	0	531	
V/C Ratio(X)	0.34	0.00	0.94	0.31	0.00	0.00	0.50	0.20	0.00	0.00	0.73	
Avail Cap(c_a), veh/h	1107	0	560	405	0	0	293	1486	0	0	531	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.4	0.0	26.5	39.2	0.0	0.0	19.8	15.2	0.0	0.0	26.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	23.8	3.2	0.0	0.0	1.4	0.3	0.0	0.0	8.6	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(95%),veh/ln	4.6	0.0	18.6	0.7	0.0	0.0	3.5	3.1	0.0	0.0	12.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.6	0.0	50.4	42.4	0.0	0.0	21.2	15.5	0.0	0.0	35.2	0.0
LnGrp LOS	C		D	D			C	B			D	
Approach Vol, veh/h		881			17			450			389	
Approach Delay, s/veh		38.0			42.4			17.4			35.2	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	30.0		8.5		41.0		33.3				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	5.3	* 24		19.1		* 35		28.8				
Max Q Clear Time (g_c+I1), s	6.8	17.8		2.8		6.5		27.6				
Green Ext Time (p_c), s	0.0	2.3		0.0		4.7		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	32.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	110	0	13	70
Future Vol, veh/h	0	42	110	0	13	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	120	0	14	76

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	224	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	104	-	-	-	-	-
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	764	932	-	-	1468	-
Stage 1	906	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	932	-	-	1468	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	906	-	-	-	-	-
Stage 2	911	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.06	0	1.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	932	282	-
HCM Lane V/C Ratio	-	-	0.049	0.01	-
HCM Control Delay (s/veh)	-	-	9.1	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	42	68	0	12	58
Future Vol, veh/h	0	42	68	0	12	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	46	74	0	13	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	74	0	0	74	0
Stage 1	74	-	-	-	-	-
Stage 2	89	-	-	-	-	-
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	828	988	-	-	1526	-
Stage 1	949	-	-	-	-	-
Stage 2	934	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	820	988	-	-	1526	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.82	0	1.27
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	988	309	-
HCM Lane V/C Ratio	-	-	0.046	0.009	-
HCM Control Delay (s/veh)	-	-	8.8	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	41	27	0	12	46
Future Vol, veh/h	0	41	27	0	12	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	29	0	13	50

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	105	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	76	-	-	-	-	-
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	892	1045	-	-	1584	-
Stage 1	993	-	-	-	-	-
Stage 2	947	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	885	1045	-	-	1584	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.6	0	1.51
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1045	372	-
HCM Lane V/C Ratio	-	-	0.043	0.008	-
HCM Control Delay (s/veh)	-	-	8.6	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	37	37	75	78	21
Future Vol, veh/h	22	37	37	75	78	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	52	52	106	110	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	335	125	139	0	-	0
Stage 1	125	-	-	-	-	-
Stage 2	210	-	-	-	-	-
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	661	926	1444	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	635	926	1444	-	-	-
Mov Cap-2 Maneuver	635	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	825	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.08	2.51	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	595	-	791	-	-
HCM Lane V/C Ratio	0.036	-	0.105	-	-
HCM Control Delay (s/veh)	7.6	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	21	76	1354	15	83
Future Vol, veh/h	843	21	76	1354	15	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	22	80	1425	16	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	909	0	1760	887
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	873	-
Critical Hdwy	-	-	4.265	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.3045	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	702	-	85	346
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	702	-	69	346
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.31	36.42
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	214	-	-	191	-
HCM Lane V/C Ratio	0.481	-	-	0.114	-
HCM Control Delay (s/veh)	36.4	-	-	10.8	1.8
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	2.4	-	-	0.4	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	38	453	32	21	599
Future Vol, veh/h	69	38	453	32	21	599
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	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	71	39	467	33	22	618

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1144	484	0	0	500	0
Stage 1	484	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	223	581	-	-	1075	-
Stage 1	624	-	-	-	-	-
Stage 2	517	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	216	581	-	-	1075	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	26.2	0	0.29
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	278	61	-
HCM Lane V/C Ratio	-	-	0.397	0.02	-
HCM Control Delay (s/veh)	-	-	26.2	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	494	129	449	862	31	169	14	303	86	43	36
Future Volume (veh/h)	10	494	129	449	862	31	169	14	303	86	43	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	520	136	473	907	33	178	15	319	91	45	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1031	327	338	809	30	535	27	577	310	355	300
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2169	688	535	1702	64	1305	73	1548	1054	952	804
Grp Volume(v), veh/h	352	0	315	540	0	873	178	0	334	91	0	83
Grp Sat Flow(s),veh/h/ln	1265	0	1592	610	0	1691	1305	0	1621	1054	0	1755
Q Serve(g_s), s	0.0	0.0	10.5	28.0	0.0	38.5	8.4	0.0	13.2	6.0	0.0	2.5
Cycle Q Clear(g_c), s	38.5	0.0	10.5	38.5	0.0	38.5	10.9	0.0	13.2	19.2	0.0	2.5
Prop In Lane	0.03		0.43	0.88		0.04	1.00		0.96	1.00		0.46
Lane Grp Cap(c), veh/h	647	0	757	373	0	804	535	0	604	310	0	654
V/C Ratio(X)	0.54	0.00	0.42	1.45	0.00	1.09	0.33	0.00	0.55	0.29	0.00	0.13
Avail Cap(c_a), veh/h	647	0	757	373	0	804	535	0	604	310	0	654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	13.9	29.6	0.0	21.3	20.3	0.0	20.1	27.7	0.0	16.7
Incr Delay (d2), s/veh	3.3	0.0	1.7	215.0	0.0	58.1	1.7	0.0	3.6	2.4	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	6.8	47.6	0.0	36.9	4.8	0.0	9.0	3.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	0.0	15.6	244.6	0.0	79.3	22.0	0.0	23.7	30.0	0.0	17.1
LnGrp LOS	B		B	F		F	C		C	C		B
Approach Vol, veh/h		667			1413			512			174	
Approach Delay, s/veh		17.6			142.4			23.1			23.9	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	15.2	40.5	21.2
Green Ext Time (p_c), s	0.0	1.8	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	82.8
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	587	986	72	50	40
Future Vol, veh/h	21	587	986	72	50	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	611	1027	75	52	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1102	0	-	0	1414	551
Stage 1	-	-	-	-	1065	-
Stage 2	-	-	-	-	349	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	641	-	-	-	131	483
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	691	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	641	-	-	-	126	483
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	691	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.77	0	42.13
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	124	-	-	-	187
HCM Lane V/C Ratio	0.034	-	-	-	0.501
HCM Control Delay (s/veh)	10.8	0.4	-	-	42.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	550	2	9	932	92	5	0	22	32	0	31
Future Volume (veh/h)	70	550	2	9	932	92	5	0	22	32	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	591	2	10	1002	99	5	0	24	34	0	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	246	1797	6	362	1158	114	50	0	241	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3661	12	837	3266	323	294	0	1413	1810	0	1610
Grp Volume(v), veh/h	75	289	304	10	545	556	29	0	0	34	0	33
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	837	1777	1812	1707	0	0	1810	0	1610
Q Serve(g_s), s	2.6	10.8	10.8	0.9	31.4	31.4	1.6	0.0	0.0	1.7	0.0	1.9
Cycle Q Clear(g_c), s	2.6	10.8	10.8	0.9	31.4	31.4	1.6	0.0	0.0	1.7	0.0	1.9
Prop In Lane	1.00		0.01	1.00		0.18	0.17		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	246	879	924	362	630	643	292	0	0	314	0	280
V/C Ratio(X)	0.30	0.33	0.33	0.03	0.86	0.87	0.10	0.00	0.00	0.11	0.00	0.12
Avail Cap(c_a), veh/h	246	879	924	362	630	643	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	17.0	17.0	23.2	33.0	33.1	38.5	0.0	0.0	38.3	0.0	38.3
Incr Delay (d2), s/veh	3.2	1.0	1.0	0.1	14.7	14.5	0.7	0.0	0.0	0.7	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	8.0	8.3	0.3	22.1	22.4	1.3	0.0	0.0	1.5	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.3	18.0	17.9	23.3	47.8	47.6	39.1	0.0	0.0	39.0	0.0	39.2
LnGrp LOS	C	B	B	C	D	D	D			D		D
Approach Vol, veh/h		668			1111			29			67	
Approach Delay, s/veh		18.9			47.5			39.1			39.1	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	4.6	33.4		3.9		12.8		3.6				
Green Ext Time (p_c), s	0.1	4.7		0.1		10.7		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			36.9									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	0	305	23	98	7	268	376	7	0	426	917
Future Volume (veh/h)	308	0	305	23	98	7	268	376	7	0	426	917
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	321	0	318	24	102	7	279	392	7	0	444	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	776	0	361	30	128	9	437	1943	35	0	716	
Arrive On Green	0.22	0.00	0.22	0.09	0.09	0.09	0.11	0.54	0.54	0.00	0.38	0.00
Sat Flow, veh/h	3456	0	1610	331	1408	97	1795	3600	64	0	1870	1572
Grp Volume(v), veh/h	321	0	318	133	0	0	279	195	204	0	444	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1836	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	9.4	0.0	22.6	8.4	0.0	0.0	10.7	6.7	6.7	0.0	22.8	0.0
Cycle Q Clear(g_c), s	9.4	0.0	22.6	8.4	0.0	0.0	10.7	6.7	6.7	0.0	22.8	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	776	0	361	167	0	0	437	966	1011	0	716	
V/C Ratio(X)	0.41	0.00	0.88	0.80	0.00	0.00	0.64	0.20	0.20	0.00	0.62	
Avail Cap(c_a), veh/h	1103	0	514	947	0	0	459	966	1011	0	716	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	0.0	44.4	52.8	0.0	0.0	20.6	14.1	14.1	0.0	29.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	12.0	8.4	0.0	0.0	2.7	0.5	0.5	0.0	4.0	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(95%),veh/ln	7.2	0.0	15.3	7.7	0.0	0.0	8.2	5.0	5.2	0.0	16.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	0.0	56.4	61.2	0.0	0.0	23.3	14.6	14.5	0.0	33.6	0.0
LnGrp LOS	D		E	E			C	B	B		C	
Approach Vol, veh/h		639			133			678			444	
Approach Delay, s/veh		48.0			61.2			18.2			33.6	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.6	51.4		16.6		70.0		31.8				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 44		61.1		* 64		37.8				
Max Q Clear Time (g_c+I1), s	12.7	24.8		10.4		8.7		24.6				
Green Ext Time (p_c), s	0.1	6.0		0.5		7.0		2.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	92	0	31	84
Future Vol, veh/h	0	20	92	0	31	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	100	0	34	91

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	259	100	0	0	100	0
Stage 1	100	-	-	-	-	-
Stage 2	159	-	-	-	-	-
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	730	956	-	-	1493	-
Stage 1	924	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	956	-	-	1493	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.86	0	2.01
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	956	485	-
HCM Lane V/C Ratio	-	-	0.023	0.023	-
HCM Control Delay (s/veh)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	73	0	30	54
Future Vol, veh/h	0	19	73	0	30	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	79	0	33	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	203	79	0	0	79	0
Stage 1	79	-	-	-	-	-
Stage 2	124	-	-	-	-	-
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	785	981	-	-	1519	-
Stage 1	944	-	-	-	-	-
Stage 2	902	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	768	981	-	-	1519	-
Mov Cap-2 Maneuver	768	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	882	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.75	0	2.65
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	981	643	-
HCM Lane V/C Ratio	-	-	0.021	0.021	-
HCM Control Delay (s/veh)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	19	54	0	30	24
Future Vol, veh/h	0	19	54	0	30	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	59	0	33	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	150	59	0	0	59	0
Stage 1	59	-	-	-	-	-
Stage 2	91	-	-	-	-	-
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	842	1007	-	-	1545	-
Stage 1	964	-	-	-	-	-
Stage 2	932	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	824	1007	-	-	1545	-
Mov Cap-2 Maneuver	824	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.65	0	4.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1007	1000	-
HCM Lane V/C Ratio	-	-	0.021	0.021	-
HCM Control Delay (s/veh)	-	-	8.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	34	107	175	89	9
Future Vol, veh/h	14	34	107	175	89	9
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	47	149	243	124	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	670	130	136	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	540	-	-	-	-	-
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	422	920	1448	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	372	920	1448	-	-	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.24	2.95	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	683	-	644	-	-
HCM Lane V/C Ratio	0.103	-	0.104	-	-
HCM Control Delay (s/veh)	7.8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Intersection	
Int Delay, s/veh	52

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	29	71	702	55	137
Future Vol, veh/h	1185	29	71	702	55	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	33	81	798	63	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1380	0	1907	1347
Stage 1	-	-	-	-	1347	-
Stage 2	-	-	-	-	560	-
Critical Hdwy	-	-	4.31	-	6.63	6.245
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.333	-	3.519	3.3285
Pot Cap-1 Maneuver	-	-	448	-	67	183
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	448	-	~ 52	183
Mov Cap-2 Maneuver	-	-	-	-	~ 52	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.95	$ 574.21
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	-	-	331	-
HCM Lane V/C Ratio	2.059	-	-	0.18	-
HCM Control Delay (s/veh)	$ 574.2	-	-	14.8	2.9
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	18.5	-	-	0.7	-

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

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	67	491	44	17	268
Future Vol, veh/h	59	67	491	44	17	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	10	13	4	3	0	5
Mvmt Flow	67	76	558	50	19	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	926	583	0	0	608	0
Stage 1	583	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.5	6.33	-	-	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.417	-	-	2.2	-
Pot Cap-1 Maneuver	289	492	-	-	980	-
Stage 1	543	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	492	-	-	980	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	21.12	0	0.52
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	365	107	-
HCM Lane V/C Ratio	-	-	0.393	0.02	-
HCM Control Delay (s/veh)	-	-	21.1	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	812	75	204	441	103	138	31	388	14	6	6
Future Volume (veh/h)	16	812	75	204	441	103	138	31	388	14	6	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	18	902	83	227	490	114	153	34	431	16	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	57	1439	132	213	638	156	571	44	563	204	325	325
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	24	3028	277	278	1343	327	1311	119	1509	942	872	872
Grp Volume(v), veh/h	529	0	474	273	0	558	153	0	465	16	0	14
Grp Sat Flow(s),veh/h/ln	1745	0	1585	346	0	1603	1311	0	1628	942	0	1743
Q Serve(g_s), s	0.2	0.0	18.1	20.4	0.0	22.7	6.8	0.0	20.3	1.2	0.0	0.4
Cycle Q Clear(g_c), s	22.9	0.0	18.1	38.5	0.0	22.7	7.2	0.0	20.3	21.5	0.0	0.4
Prop In Lane	0.03		0.18	0.83		0.20	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	875	0	753	246	0	762	571	0	607	204	0	650
V/C Ratio(X)	0.60	0.00	0.63	1.11	0.00	0.73	0.27	0.00	0.77	0.08	0.00	0.02
Avail Cap(c_a), veh/h	875	0	753	246	0	762	571	0	607	204	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.9	33.0	0.0	17.1	18.3	0.0	22.3	31.7	0.0	16.1
Incr Delay (d2), s/veh	3.1	0.0	4.0	90.3	0.0	6.2	1.1	0.0	8.9	0.7	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	10.9	17.5	0.0	13.6	3.8	0.0	13.5	0.6	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	0.0	19.9	123.3	0.0	23.3	19.5	0.0	31.2	32.5	0.0	16.1
LnGrp LOS	B		B	F		C	B		C	C		B
Approach Vol, veh/h		1003			831			618			30	
Approach Delay, s/veh		19.4			56.1			28.3			24.9	
Approach LOS		B			E			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		36.0		45.0		36.0				
Change Period (Y+Rc), s		6.5		5.8		6.5		5.8				
Max Green Setting (Gmax), s		38.5		30.2		38.5		30.2				
Max Q Clear Time (g_c+I1), s		24.9		22.3		40.5		23.5				
Green Ext Time (p_c), s		3.5		1.7		0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			34.0									
HCM 7th LOS			C									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	890	571	21	3	2
Future Vol, veh/h	4	890	571	21	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	989	634	23	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	1149	329
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	940	-	-	-	195	673
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	578	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	194	673
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	18.58
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	271
HCM Lane V/C Ratio	0.005	-	-	-	0.021
HCM Control Delay (s/veh)	8.8	0.1	-	-	18.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	828	4	23	530	23	3	0	10	50	0	16
Future Volume (veh/h)	25	828	4	23	530	23	3	0	10	50	0	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	27	900	4	25	576	25	3	0	11	54	0	17
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, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	393	1711	8	262	1181	51	63	0	230	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3484	15	626	3332	144	368	0	1348	1810	0	1610
Grp Volume(v), veh/h	27	441	463	25	295	306	14	0	0	54	0	17
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	626	1706	1770	1715	0	0	1810	0	1610
Q Serve(g_s), s	0.9	19.5	19.5	3.1	14.8	14.9	0.8	0.0	0.0	2.8	0.0	1.0
Cycle Q Clear(g_c), s	0.9	19.5	19.5	7.6	14.8	14.9	0.8	0.0	0.0	2.8	0.0	1.0
Prop In Lane	1.00		0.01	1.00		0.08	0.21		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	393	838	880	262	605	628	293	0	0	314	0	280
V/C Ratio(X)	0.07	0.53	0.53	0.10	0.49	0.49	0.05	0.00	0.00	0.17	0.00	0.06
Avail Cap(c_a), veh/h	393	838	880	262	605	628	293	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	19.2	19.2	27.0	27.7	27.7	38.1	0.0	0.0	38.7	0.0	38.0
Incr Delay (d2), s/veh	0.3	2.4	2.2	0.7	2.8	2.7	0.3	0.0	0.0	1.2	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	12.6	13.1	0.9	10.5	10.8	0.6	0.0	0.0	2.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.4	21.6	21.5	27.7	30.5	30.4	38.4	0.0	0.0	39.9	0.0	38.4
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		931			626			14			71	
Approach Delay, s/veh		21.4			30.3			38.4			39.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	2.9	16.9		4.8		21.5		2.8				
Green Ext Time (p_c), s	0.0	8.7		0.1		16.2		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			25.8									
HCM 7th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	0	530	3	7	7	153	298	0	0	384	610
Future Volume (veh/h)	392	0	530	3	7	7	153	298	0	0	384	610
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	404	0	546	3	7	7	158	307	0	0	396	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1097	0	555	10	23	23	284	1473	0	0	527	
Arrive On Green	0.34	0.00	0.34	0.03	0.03	0.03	0.06	0.42	0.00	0.00	0.29	0.00
Sat Flow, veh/h	3182	0	1610	310	722	722	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	404	0	546	17	0	0	158	307	0	0	396	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1754	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	8.0	0.0	28.1	0.8	0.0	0.0	5.2	4.6	0.0	0.0	16.3	0.0
Cycle Q Clear(g_c), s	8.0	0.0	28.1	0.8	0.0	0.0	5.2	4.6	0.0	0.0	16.3	0.0
Prop In Lane	1.00		1.00	0.18		0.41	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1097	0	555	55	0	0	284	1473	0	0	527	
V/C Ratio(X)	0.37	0.00	0.98	0.31	0.00	0.00	0.56	0.21	0.00	0.00	0.75	
Avail Cap(c_a), veh/h	1097	0	555	401	0	0	284	1473	0	0	527	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.5	0.0	27.1	39.6	0.0	0.0	20.4	15.5	0.0	0.0	27.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	33.8	3.2	0.0	0.0	2.4	0.3	0.0	0.0	9.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	21.6	0.7	0.0	0.0	3.9	3.3	0.0	0.0	12.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.7	0.0	60.9	42.7	0.0	0.0	22.8	15.8	0.0	0.0	36.6	0.0
LnGrp LOS	C		E	D			C	B			D	
Approach Vol, veh/h		950			17			465			396	
Approach Delay, s/veh		43.8			42.7			18.2			36.6	
Approach LOS		D			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	30.0		8.5		41.0		34.0				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	5.3	* 24		19.1		* 35		28.8				
Max Q Clear Time (g_c+I1), s	7.2	18.3		2.8		6.6		30.1				
Green Ext Time (p_c), s	0.0	2.1		0.0		4.8		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	35.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	197	0	26	97
Future Vol, veh/h	0	85	197	0	26	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	214	0	28	105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	376	214	0	0	214	0
Stage 1	214	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	625	826	-	-	1356	-
Stage 1	822	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	611	826	-	-	1356	-
Mov Cap-2 Maneuver	611	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.91	0	1.63
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	826	380	-
HCM Lane V/C Ratio	-	-	0.112	0.021	-
HCM Control Delay (s/veh)	-	-	9.9	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	112	0	25	72
Future Vol, veh/h	0	85	112	0	25	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	122	0	27	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	254	122	0	0	122	0
Stage 1	122	-	-	-	-	-
Stage 2	133	-	-	-	-	-
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	734	929	-	-	1466	-
Stage 1	904	-	-	-	-	-
Stage 2	894	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	720	929	-	-	1466	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.3	0	1.93
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	929	464	-
HCM Lane V/C Ratio	-	-	0.099	0.019	-
HCM Control Delay (s/veh)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	27	0	25	47
Future Vol, veh/h	0	85	27	0	25	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	29	0	27	51

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	135	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	105	-	-	-	-	-
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	859	1045	-	-	1584	-
Stage 1	993	-	-	-	-	-
Stage 2	919	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	844	1045	-	-	1584	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.78	0	2.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1045	625	-
HCM Lane V/C Ratio	-	-	0.088	0.017	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	74	63	112	135	21
Future Vol, veh/h	22	74	63	112	135	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	104	89	158	190	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	540	205	220	0	-	0
Stage 1	205	-	-	-	-	-
Stage 2	335	-	-	-	-	-
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	503	836	1350	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	836	1350	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	724	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.29	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	648	-	707	-	-
HCM Lane V/C Ratio	0.066	-	0.191	-	-
HCM Control Delay (s/veh)	7.9	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.7	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	39	116	1380	26	109
Future Vol, veh/h	859	39	116	1380	26	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	41	122	1453	27	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	945	0	1875	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	-	-	4.205	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2665	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	699	-	72	338
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	333	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	51	338
Mov Cap-2 Maneuver	-	-	-	-	51	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	235	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.47	97.36
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	162	-	-	279	-
HCM Lane V/C Ratio	0.878	-	-	0.175	-
HCM Control Delay (s/veh)	97.4	-	-	11.2	2.8
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	6.2	-	-	0.6	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	51	461	51	40	610
Future Vol, veh/h	82	51	461	51	40	610
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	85	53	475	53	41	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1213	502	0	0	528	0
Stage 1	502	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	203	570	-	-	1049	-
Stage 1	612	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	570	-	-	1049	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	34.23	0	0.53
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	256	111	-
HCM Lane V/C Ratio	-	-	0.536	0.039	-
HCM Control Delay (s/veh)	-	-	34.2	8.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.9	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	519	148	457	888	32	183	17	309	90	45	37
Future Volume (veh/h)	11	519	148	457	888	32	183	17	309	90	45	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	12	546	156	481	935	34	193	18	325	95	47	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	990	351	321	805	30	532	32	573	303	358	297
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2082	738	498	1693	63	1301	85	1538	1046	960	797
Grp Volume(v), veh/h	379	0	335	544	0	906	193	0	343	95	0	86
Grp Sat Flow(s),veh/h/ln	1237	0	1583	564	0	1691	1301	0	1623	1046	0	1757
Q Serve(g_s), s	0.0	0.0	11.4	27.1	0.0	38.5	9.3	0.0	13.6	6.4	0.0	2.6
Cycle Q Clear(g_c), s	38.5	0.0	11.4	38.5	0.0	38.5	11.9	0.0	13.6	20.0	0.0	2.6
Prop In Lane	0.03		0.47	0.88		0.04	1.00		0.95	1.00		0.45
Lane Grp Cap(c), veh/h	634	0	752	352	0	804	532	0	605	303	0	655
V/C Ratio(X)	0.60	0.00	0.44	1.55	0.00	1.13	0.36	0.00	0.57	0.31	0.00	0.13
Avail Cap(c_a), veh/h	634	0	752	352	0	804	532	0	605	303	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	14.1	30.2	0.0	21.3	20.7	0.0	20.2	28.2	0.0	16.8
Incr Delay (d2), s/veh	4.1	0.0	1.9	260.2	0.0	72.7	1.9	0.0	3.8	2.7	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.1	0.0	7.3	52.9	0.0	42.0	5.3	0.0	9.2	3.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.0	16.0	290.4	0.0	94.0	22.6	0.0	24.0	30.9	0.0	17.2
LnGrp LOS	C		B	F		F	C		C	C		B
Approach Vol, veh/h		714			1450			536			181	
Approach Delay, s/veh		18.9			167.7			23.5			24.4	
Approach LOS		B			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	15.6	40.5	22.0
Green Ext Time (p_c), s	0.0	1.9	0.0	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	95.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	630	1025	73	51	41
Future Vol, veh/h	21	630	1025	73	51	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	656	1068	76	53	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1144	0	-	0	1478	572
Stage 1	-	-	-	-	1106	-
Stage 2	-	-	-	-	372	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	618	-	-	-	119	468
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	618	-	-	-	114	468
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	270	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.79	0	49.62
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	116	-	-	-	172
HCM Lane V/C Ratio	0.035	-	-	-	0.558
HCM Control Delay (s/veh)	11	0.4	-	-	49.6
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	2.9



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	589	2	9	969	94	5	0	23	34	0	32
Future Volume (veh/h)	71	589	2	9	969	94	5	0	23	34	0	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	76	633	2	10	1042	101	5	0	25	37	0	34
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	237	1798	6	351	1160	112	49	0	243	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3662	12	805	3273	317	284	0	1422	1810	0	1610
Grp Volume(v), veh/h	76	310	325	10	565	578	30	0	0	37	0	34
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	805	1777	1813	1706	0	0	1810	0	1610
Q Serve(g_s), s	2.6	11.7	11.7	0.9	33.1	33.2	1.6	0.0	0.0	1.9	0.0	2.0
Cycle Q Clear(g_c), s	2.6	11.7	11.7	0.9	33.1	33.2	1.6	0.0	0.0	1.9	0.0	2.0
Prop In Lane	1.00		0.01	1.00		0.17	0.17		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	237	879	924	351	630	643	292	0	0	314	0	280
V/C Ratio(X)	0.32	0.35	0.35	0.03	0.90	0.90	0.10	0.00	0.00	0.12	0.00	0.12
Avail Cap(c_a), veh/h	237	879	924	351	630	643	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	17.2	17.2	23.2	33.6	33.6	38.5	0.0	0.0	38.3	0.0	38.4
Incr Delay (d2), s/veh	3.6	1.1	1.1	0.2	18.0	17.8	0.7	0.0	0.0	0.8	0.0	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	8.6	8.9	0.3	23.7	24.1	1.3	0.0	0.0	1.7	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.4	18.3	18.3	23.4	51.6	51.4	39.2	0.0	0.0	39.1	0.0	39.3
LnGrp LOS	C	B	B	C	D	D	D			D		D
Approach Vol, veh/h		711			1153			30			71	
Approach Delay, s/veh		19.3			51.3			39.2			39.2	
Approach LOS		B			D			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	4.6	35.2		4.0		13.7		3.6				
Green Ext Time (p_c), s	0.1	3.3		0.2		11.5		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			39.1									
HCM 7th LOS			D									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	0	321	23	100	7	290	383	7	0	435	956
Future Volume (veh/h)	329	0	321	23	100	7	290	383	7	0	435	956
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	343	0	334	24	104	7	302	399	7	0	453	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	808	0	377	30	130	9	426	1914	34	0	685	
Arrive On Green	0.23	0.00	0.23	0.09	0.09	0.09	0.12	0.53	0.53	0.00	0.37	0.00
Sat Flow, veh/h	3456	0	1610	327	1415	95	1795	3602	63	0	1870	1572
Grp Volume(v), veh/h	343	0	334	135	0	0	302	198	208	0	453	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1837	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	10.2	0.0	24.1	8.7	0.0	0.0	12.1	7.0	7.0	0.0	24.4	0.0
Cycle Q Clear(g_c), s	10.2	0.0	24.1	8.7	0.0	0.0	12.1	7.0	7.0	0.0	24.4	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	808	0	377	168	0	0	426	952	996	0	685	
V/C Ratio(X)	0.42	0.00	0.89	0.80	0.00	0.00	0.71	0.21	0.21	0.00	0.66	
Avail Cap(c_a), veh/h	1086	0	506	933	0	0	428	952	996	0	685	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.2	0.0	44.5	53.5	0.0	0.0	22.3	14.9	14.9	0.0	31.9	0.0
Incr Delay (d2), s/veh	0.4	0.0	13.7	8.5	0.0	0.0	5.3	0.5	0.5	0.0	5.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.0	16.3	7.9	0.0	0.0	9.4	5.3	5.5	0.0	17.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.5	0.0	58.3	62.1	0.0	0.0	27.6	15.3	15.3	0.0	36.8	0.0
LnGrp LOS	D		E	E			C	B	B		D	
Approach Vol, veh/h		677			135			708			453	
Approach Delay, s/veh		48.8			62.1			20.6			36.8	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	19.9	50.1	16.9	70.0	33.3
Change Period (Y+Rc), s	5.7	* 6.1	5.9	* 6.1	5.2
Max Green Setting (Gmax), s	14.3	* 44	61.1	* 64	37.8
Max Q Clear Time (g_c+I1), s	14.1	26.4	10.7	9.0	26.1
Green Ext Time (p_c), s	0.0	5.8	0.5	7.1	2.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	125	0	62	147
Future Vol, veh/h	0	40	125	0	62	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	136	0	67	160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	430	136	0	0	136	0
Stage 1	136	-	-	-	-	-
Stage 2	295	-	-	-	-	-
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	582	913	-	-	1448	-
Stage 1	891	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	552	913	-	-	1448	-
Mov Cap-2 Maneuver	552	-	-	-	-	-
Stage 1	891	-	-	-	-	-
Stage 2	717	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.14	0	2.26
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	913	534	-
HCM Lane V/C Ratio	-	-	0.048	0.047	-
HCM Control Delay (s/veh)	-	-	9.1	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	85	0	62	85
Future Vol, veh/h	0	40	85	0	62	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	92	0	67	92

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	320	92	0	0	92	0
Stage 1	92	-	-	-	-	-
Stage 2	227	-	-	-	-	-
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	674	965	-	-	1502	-
Stage 1	931	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	642	965	-	-	1502	-
Mov Cap-2 Maneuver	642	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.91	0	3.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	965	759	-
HCM Lane V/C Ratio	-	-	0.045	0.045	-
HCM Control Delay (s/veh)	-	-	8.9	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	46	0	61	24
Future Vol, veh/h	0	39	46	0	61	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	50	0	66	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	209	50	0	0	50	0
Stage 1	50	-	-	-	-	-
Stage 2	159	-	-	-	-	-
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	780	1018	-	-	1557	-
Stage 1	972	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	1018	-	-	1557	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.69	0	5.32
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1292	-
HCM Lane V/C Ratio	-	-	0.042	0.043	-
HCM Control Delay (s/veh)	-	-	8.7	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	35	109	178	95	11
Future Vol, veh/h	16	35	109	178	95	11
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	72	72	72	72	72	72
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	49	151	247	132	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	690	140	147	0	-	0
Stage 1	140	-	-	-	-	-
Stage 2	550	-	-	-	-	-
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	411	908	1435	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	361	908	1435	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.61	2.96	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	684	-	616	-	-
HCM Lane V/C Ratio	0.106	-	0.115	-	-
HCM Control Delay (s/veh)	7.8	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	-	-

Intersection	
Int Delay, s/veh	92.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	31	77	806	56	142
Future Vol, veh/h	1360	31	77	806	56	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	35	88	916	64	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1581	0	2178	1545
Stage 1	-	-	-	-	1545	-
Stage 2	-	-	-	-	633	-
Critical Hdwy	-	-	4.31	-	6.63	6.245
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	-	-	2.333	-	3.519	3.3285
Pot Cap-1 Maneuver	-	-	372	-	~ 45	~ 139
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	492	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	372	-	~ 31	~ 139
Mov Cap-2 Maneuver	-	-	-	-	~ 31	-
Stage 1	-	-	-	-	193	-
Stage 2	-	-	-	-	337	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.81	$ 1133.77
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	69	-	-	277	-
HCM Lane V/C Ratio	3.238	-	-	0.235	-
HCM Control Delay (s/veh)	$ 1133.8	-	-	17.6	4.7
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	23.1	-	-	0.9	-

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

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	69	552	49	17	303
Future Vol, veh/h	60	69	552	49	17	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	68	78	627	56	19	344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1038	655	0	0	683	0
Stage 1	655	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	256	464	-	-	920	-
Stage 1	517	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	464	-	-	920	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	24.22	0	0.48
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	331	96	-
HCM Lane V/C Ratio	-	-	0.443	0.021	-
HCM Control Delay (s/veh)	-	-	24.2	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.2	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	934	81	232	501	118	145	34	441	15	7	7
Future Volume (veh/h)	18	934	81	232	501	118	145	34	441	15	7	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	20	1038	90	258	557	131	161	38	490	17	8	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	52	1280	124	180	621	151	569	44	563	153	325	325
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	13	2692	262	200	1307	317	1309	117	1511	889	872	872
Grp Volume(v), veh/h	602	0	546	283	0	663	161	0	528	17	0	16
Grp Sat Flow(s),veh/h/ln	1379	0	1588	219	0	1605	1309	0	1628	889	0	1743
Q Serve(g_s), s	4.6	0.0	22.3	16.2	0.0	29.9	7.2	0.0	24.4	1.5	0.0	0.5
Cycle Q Clear(g_c), s	34.6	0.0	22.3	38.5	0.0	29.9	7.7	0.0	24.4	25.8	0.0	0.5
Prop In Lane	0.03		0.16	0.91		0.20	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	701	0	755	189	0	763	569	0	607	153	0	650
V/C Ratio(X)	0.86	0.00	0.72	1.49	0.00	0.87	0.28	0.00	0.87	0.11	0.00	0.02
Avail Cap(c_a), veh/h	701	0	755	189	0	763	569	0	607	153	0	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	17.0	36.0	0.0	19.0	18.5	0.0	23.6	35.6	0.0	16.1
Incr Delay (d2), s/veh	12.9	0.0	6.0	248.2	0.0	12.9	1.2	0.0	15.6	1.5	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.7	0.0	13.3	29.0	0.0	18.4	4.0	0.0	16.7	0.7	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.4	0.0	23.0	284.2	0.0	31.9	19.7	0.0	39.2	37.0	0.0	16.1
LnGrp LOS	C		C	F		C	B		D	D		B
Approach Vol, veh/h		1148			946			689			33	
Approach Delay, s/veh		26.8			107.3			34.7			26.9	
Approach LOS		C			F			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		45.0		36.0		45.0		36.0				
Change Period (Y+Rc), s		6.5		5.8		6.5		5.8				
Max Green Setting (Gmax), s		38.5		30.2		38.5		30.2				
Max Q Clear Time (g_c+I1), s		36.6		26.4		40.5		27.8				
Green Ext Time (p_c), s		1.0		1.2		0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			55.8									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1019	637	23	3	2
Future Vol, veh/h	5	1019	637	23	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	6	1132	708	26	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	733	0	-	0	1298	367
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	881	-	-	-	156	636
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	530	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	881	-	-	-	155	636
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	444	-
Stage 2	-	-	-	-	530	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	21.65
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	222
HCM Lane V/C Ratio	0.006	-	-	-	0.025
HCM Control Delay (s/veh)	9.1	0.1	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	948	5	26	592	25	4	0	12	57	0	18
Future Volume (veh/h)	29	948	5	26	592	25	4	0	12	57	0	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1796	1159	1900	1796	1900	435	1976	1070	1900	1900	1900
Adj Flow Rate, veh/h	32	1030	5	28	643	27	4	0	13	62	0	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	7	50	0	7	0	100	0	56	0	0	0
Cap, veh/h	366	1710	8	219	1183	50	69	0	225	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3483	17	554	3337	140	405	0	1315	1810	0	1610
Grp Volume(v), veh/h	32	505	530	28	329	341	17	0	0	62	0	20
Grp Sat Flow(s),veh/h/ln	1810	1706	1793	554	1706	1771	1719	0	0	1810	0	1610
Q Serve(g_s), s	1.1	23.5	23.5	4.2	16.9	17.0	0.9	0.0	0.0	3.2	0.0	1.1
Cycle Q Clear(g_c), s	1.1	23.5	23.5	12.8	16.9	17.0	0.9	0.0	0.0	3.2	0.0	1.1
Prop In Lane	1.00		0.01	1.00		0.08	0.24		0.76	1.00		1.00
Lane Grp Cap(c), veh/h	366	838	880	219	605	628	294	0	0	314	0	280
V/C Ratio(X)	0.09	0.60	0.60	0.13	0.54	0.54	0.06	0.00	0.00	0.20	0.00	0.07
Avail Cap(c_a), veh/h	366	838	880	219	605	628	294	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.5	20.2	20.2	30.3	28.4	28.4	38.2	0.0	0.0	38.9	0.0	38.0
Incr Delay (d2), s/veh	0.5	3.2	3.0	1.2	3.5	3.4	0.4	0.0	0.0	1.4	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	14.8	15.3	1.1	11.8	12.1	0.8	0.0	0.0	2.8	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	23.4	23.3	31.5	31.9	31.7	38.6	0.0	0.0	40.3	0.0	38.5
LnGrp LOS	B	C	C	C	C	C	D			D		D
Approach Vol, veh/h		1067			698			17			82	
Approach Delay, s/veh		23.2			31.8			38.6			39.9	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	3.1	19.0		5.2		25.5		2.9				
Green Ext Time (p_c), s	0.0	9.2		0.2		17.3		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			27.3									
HCM 7th LOS			C									

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	438	0	604	4	8	8	174	344	0	0	443	698
Future Volume (veh/h)	438	0	604	4	8	8	174	344	0	0	443	698
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1722	1900	1870	1900	1900	1900	1826	1856	1900	0	1841	1826
Adj Flow Rate, veh/h	452	0	623	4	8	8	179	355	0	0	457	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	12	0	2	0	0	0	5	3	0	0	4	5
Cap, veh/h	1183	0	599	12	25	25	209	1382	0	0	494	
Arrive On Green	0.37	0.00	0.37	0.04	0.04	0.04	0.06	0.39	0.00	0.00	0.27	0.00
Sat Flow, veh/h	3182	0	1610	351	702	702	1739	3618	0	0	1841	1547
Grp Volume(v), veh/h	452	0	623	20	0	0	179	355	0	0	457	0
Grp Sat Flow(s),veh/h/ln	1591	0	1610	1756	0	0	1739	1763	0	0	1841	1547
Q Serve(g_s), s	9.3	0.0	33.1	1.0	0.0	0.0	5.3	6.1	0.0	0.0	21.5	0.0
Cycle Q Clear(g_c), s	9.3	0.0	33.1	1.0	0.0	0.0	5.3	6.1	0.0	0.0	21.5	0.0
Prop In Lane	1.00		1.00	0.20		0.40	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1183	0	599	62	0	0	209	1382	0	0	494	
V/C Ratio(X)	0.38	0.00	1.04	0.32	0.00	0.00	0.86	0.26	0.00	0.00	0.92	
Avail Cap(c_a), veh/h	1183	0	599	278	0	0	209	1382	0	0	494	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	20.5	0.0	28.0	41.9	0.0	0.0	27.8	18.3	0.0	0.0	31.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	47.8	3.0	0.0	0.0	27.9	0.4	0.0	0.0	25.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.0	0.0	27.8	0.9	0.0	0.0	5.3	4.4	0.0	0.0	18.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.7	0.0	75.7	44.9	0.0	0.0	55.7	18.7	0.0	0.0	57.2	0.0
LnGrp LOS	C		F	D			E	B			E	
Approach Vol, veh/h		1075			20			534			457	
Approach Delay, s/veh		52.6			44.9			31.1			57.2	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.0	30.0		9.0		41.0		39.0				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.9				
Max Green Setting (Gmax), s	5.3	* 24		14.1		* 35		33.1				
Max Q Clear Time (g_c+I1), s	7.3	23.5		3.0		8.1		35.1				
Green Ext Time (p_c), s	0.0	0.2		0.0		5.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	48.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	202	0	26	104
Future Vol, veh/h	0	85	202	0	26	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	220	0	28	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	389	220	0	0	220	0
Stage 1	220	-	-	-	-	-
Stage 2	170	-	-	-	-	-
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	615	820	-	-	1350	-
Stage 1	817	-	-	-	-	-
Stage 2	860	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	601	820	-	-	1350	-
Mov Cap-2 Maneuver	601	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	841	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.95	0	1.54
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	820	360	-
HCM Lane V/C Ratio	-	-	0.113	0.021	-
HCM Control Delay (s/veh)	-	-	9.9	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	117	0	25	79
Future Vol, veh/h	0	85	117	0	25	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	127	0	27	86

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	267	127	0	0	127	0
Stage 1	127	-	-	-	-	-
Stage 2	140	-	-	-	-	-
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	722	923	-	-	1459	-
Stage 1	899	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	708	923	-	-	1459	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.33	0	1.81
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	433	-
HCM Lane V/C Ratio	-	-	0.1	0.019	-
HCM Control Delay (s/veh)	-	-	9.3	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	85	32	0	25	54
Future Vol, veh/h	0	85	32	0	25	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	92	35	0	27	59

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	148	35	0	0	35	0
Stage 1	35	-	-	-	-	-
Stage 2	113	-	-	-	-	-
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	844	1038	-	-	1577	-
Stage 1	988	-	-	-	-	-
Stage 2	912	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	829	1038	-	-	1577	-
Mov Cap-2 Maneuver	829	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	895	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.81	0	2.32
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1038	570	-
HCM Lane V/C Ratio	-	-	0.089	0.017	-
HCM Control Delay (s/veh)	-	-	8.8	7.3	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	74	65	118	138	24
Future Vol, veh/h	25	74	65	118	138	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	104	92	166	194	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	561	211	228	0	-	0
Stage 1	211	-	-	-	-	-
Stage 2	349	-	-	-	-	-
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	489	829	1340	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	829	1340	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	762	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.6	2.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	639	-	685	-	-
HCM Lane V/C Ratio	0.068	-	0.204	-	-
HCM Control Delay (s/veh)	7.9	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection	
Int Delay, s/veh	17.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	39	122	1588	27	118
Future Vol, veh/h	987	39	122	1588	27	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	41	128	1672	28	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1080	0	2132	1039
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	1093	-
Critical Hdwy	-	-	4.205	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2665	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	620	-	49	283
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	287	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	620	-	30	283
Mov Cap-2 Maneuver	-	-	-	-	30	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	176	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	291.53
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	110	-	-	257	-
HCM Lane V/C Ratio	1.386	-	-	0.207	-
HCM Control Delay (s/veh)	291.5	-	-	12.3	4.1
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	10.7	-	-	0.8	-

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	55	525	53	41	697
Future Vol, veh/h	91	55	525	53	41	697
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	94	57	541	55	42	719

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1372	569	0	0	596	0
Stage 1	569	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	163	522	-	-	990	-
Stage 1	571	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	522	-	-	990	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	58.76	0	0.49
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	206	100	-
HCM Lane V/C Ratio	-	-	0.73	0.043	-
HCM Control Delay (s/veh)	-	-	58.8	8.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	4.8	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	593	162	524	1020	37	204	18	353	103	51	42
Future Volume (veh/h)	12	593	162	524	1020	37	204	18	353	103	51	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	13	624	171	552	1074	39	215	19	372	108	54	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	987	342	286	802	30	521	29	575	263	361	294
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	0	2076	720	426	1688	64	1287	79	1543	1001	969	789
Grp Volume(v), veh/h	431	0	377	631	0	1034	215	0	391	108	0	98
Grp Sat Flow(s),veh/h/ln	1210	0	1586	487	0	1691	1287	0	1622	1001	0	1758
Q Serve(g_s), s	0.0	0.0	13.2	25.3	0.0	38.5	10.8	0.0	16.1	8.1	0.0	3.0
Cycle Q Clear(g_c), s	38.5	0.0	13.2	38.5	0.0	38.5	13.8	0.0	16.1	24.2	0.0	3.0
Prop In Lane	0.03		0.45	0.87		0.04	1.00		0.95	1.00		0.45
Lane Grp Cap(c), veh/h	621	0	754	315	0	804	521	0	605	263	0	655
V/C Ratio(X)	0.69	0.00	0.50	2.01	0.00	1.29	0.41	0.00	0.65	0.41	0.00	0.15
Avail Cap(c_a), veh/h	621	0	754	315	0	804	521	0	605	263	0	655
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	14.6	31.2	0.0	21.3	21.4	0.0	21.0	31.0	0.0	16.9
Incr Delay (d2), s/veh	6.3	0.0	2.4	463.5	0.0	138.4	2.4	0.0	5.3	4.7	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	8.4	79.1	0.0	65.3	6.1	0.0	10.7	4.0	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.5	0.0	17.0	494.7	0.0	159.6	23.9	0.0	26.3	35.7	0.0	17.4
LnGrp LOS	C		B	F		F	C		C	D		B
Approach Vol, veh/h		808			1665			606			206	
Approach Delay, s/veh		21.5			286.6			25.4			27.0	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.0	36.0	45.0	36.0
Change Period (Y+Rc), s	6.5	5.8	6.5	5.8
Max Green Setting (Gmax), s	38.5	30.2	38.5	30.2
Max Q Clear Time (g_c+I1), s	40.5	18.1	40.5	26.2
Green Ext Time (p_c), s	0.0	2.1	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	157.0
HCM 7th LOS	F

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	713	1172	84	59	47
Future Vol, veh/h	24	713	1172	84	59	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	25	743	1221	88	61	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1308	0	-	0	1686	654
Stage 1	-	-	-	-	1265	-
Stage 2	-	-	-	-	421	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	536	-	-	-	87	414
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	536	-	-	-	82	414
Mov Cap-2 Maneuver	-	-	-	-	82	-
Stage 1	-	-	-	-	219	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.03	0	114.18
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	117	-	-	-	127
HCM Lane V/C Ratio	0.047	-	-	-	0.872
HCM Control Delay (s/veh)	12	0.7	-	-	114.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	667	2	11	1078	108	6	0	26	39	0	36
Future Volume (veh/h)	82	667	2	11	1078	108	6	0	26	39	0	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	717	2	12	1159	116	6	0	28	42	0	39
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	210	1799	5	329	1157	116	52	0	240	314	0	280
Arrive On Green	0.08	0.49	0.49	0.35	0.35	0.35	0.17	0.00	0.17	0.17	0.00	0.17
Sat Flow, veh/h	1810	3664	10	745	3263	326	301	0	1406	1810	0	1610
Grp Volume(v), veh/h	88	350	369	12	630	645	34	0	0	42	0	39
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	745	1777	1812	1708	0	0	1810	0	1610
Q Serve(g_s), s	3.1	13.6	13.6	1.2	39.0	39.0	1.9	0.0	0.0	2.2	0.0	2.3
Cycle Q Clear(g_c), s	3.1	13.6	13.6	1.2	39.0	39.0	1.9	0.0	0.0	2.2	0.0	2.3
Prop In Lane	1.00		0.01	1.00		0.18	0.18		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	210	879	925	329	630	642	292	0	0	314	0	280
V/C Ratio(X)	0.42	0.40	0.40	0.04	1.00	1.00	0.12	0.00	0.00	0.13	0.00	0.14
Avail Cap(c_a), veh/h	210	879	925	329	630	642	292	0	0	314	0	280
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.0	17.7	17.7	23.3	35.5	35.5	38.6	0.0	0.0	38.5	0.0	38.5
Incr Delay (d2), s/veh	6.0	1.4	1.3	0.2	36.0	36.4	0.8	0.0	0.0	0.9	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	9.7	10.1	0.4	30.3	31.0	1.5	0.0	0.0	1.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.0	19.1	19.0	23.5	71.5	71.9	39.4	0.0	0.0	39.3	0.0	39.5
LnGrp LOS	C	B	B	C	F	F	D			D		D
Approach Vol, veh/h		807			1287			34			81	
Approach Delay, s/veh		20.3			71.3			39.4			39.4	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.0	45.0		25.0		60.0		25.0				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	39.0		19.1		54.0		18.8				
Max Q Clear Time (g_c+I1), s	5.1	41.0		4.3		15.6		3.9				
Green Ext Time (p_c), s	0.1	0.0		0.2		13.2		0.1				

Intersection Summary			
HCM 7th Control Delay, s/veh		51.0	
HCM 7th LOS		D	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	0	366	27	115	8	329	442	8	0	501	1092
Future Volume (veh/h)	372	0	366	27	115	8	329	442	8	0	501	1092
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1900	1870	1900	1885	1885	1900	0	1870	1856
Adj Flow Rate, veh/h	388	0	381	28	120	8	343	460	8	0	522	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	1	0	2	0	1	1	0	0	2	3
Cap, veh/h	895	0	417	34	146	10	340	1811	31	0	646	
Arrive On Green	0.26	0.00	0.26	0.10	0.10	0.10	0.11	0.50	0.50	0.00	0.35	0.00
Sat Flow, veh/h	3456	0	1610	330	1413	94	1795	3602	63	0	1870	1572
Grp Volume(v), veh/h	388	0	381	156	0	0	343	229	239	0	522	0
Grp Sat Flow(s),veh/h/ln	1728	0	1610	1837	0	0	1795	1791	1874	0	1870	1572
Q Serve(g_s), s	11.9	0.0	29.2	10.6	0.0	0.0	14.3	9.2	9.3	0.0	32.2	0.0
Cycle Q Clear(g_c), s	11.9	0.0	29.2	10.6	0.0	0.0	14.3	9.2	9.3	0.0	32.2	0.0
Prop In Lane	1.00		1.00	0.18		0.05	1.00		0.03	0.00		1.00
Lane Grp Cap(c), veh/h	895	0	417	189	0	0	340	900	942	0	646	
V/C Ratio(X)	0.43	0.00	0.91	0.82	0.00	0.00	1.01	0.25	0.25	0.00	0.81	
Avail Cap(c_a), veh/h	1028	0	479	883	0	0	340	900	942	0	646	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	39.3	0.0	45.7	55.9	0.0	0.0	30.7	18.0	18.0	0.0	37.8	0.0
Incr Delay (d2), s/veh	0.3	0.0	20.4	8.7	0.0	0.0	50.9	0.7	0.7	0.0	10.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	0.0	20.0	9.2	0.0	0.0	16.9	7.1	7.5	0.0	23.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	0.0	66.1	64.6	0.0	0.0	81.6	18.7	18.7	0.0	48.3	0.0
LnGrp LOS	D		E	E			F	B	B		D	
Approach Vol, veh/h		769			156			811			522	
Approach Delay, s/veh		52.7			64.6			45.3			48.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	20.0	50.0		19.0		70.0		38.1				
Change Period (Y+Rc), s	5.7	* 6.1		5.9		* 6.1		5.2				
Max Green Setting (Gmax), s	14.3	* 44		61.1		* 64		37.8				
Max Q Clear Time (g_c+I1), s	16.3	34.2		12.6		11.3		31.2				
Green Ext Time (p_c), s	0.0	4.5		0.6		8.4		1.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	49.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

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

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	143	0	62	150
Future Vol, veh/h	0	40	143	0	62	150
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	155	0	67	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	453	155	0	0	155	0
Stage 1	155	-	-	-	-	-
Stage 2	298	-	-	-	-	-
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	564	890	-	-	1425	-
Stage 1	873	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	535	890	-	-	1425	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.25	0	2.24
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	890	526	-
HCM Lane V/C Ratio	-	-	0.049	0.047	-
HCM Control Delay (s/veh)	-	-	9.3	7.7	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	40	103	0	62	88
Future Vol, veh/h	0	40	103	0	62	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	112	0	67	96

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	342	112	0	0	112	0
Stage 1	112	-	-	-	-	-
Stage 2	230	-	-	-	-	-
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	654	941	-	-	1478	-
Stage 1	913	-	-	-	-	-
Stage 2	808	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	622	941	-	-	1478	-
Mov Cap-2 Maneuver	622	-	-	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	9.01	0	3.12
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	941	744	-
HCM Lane V/C Ratio	-	-	0.046	0.046	-
HCM Control Delay (s/veh)	-	-	9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	39	64	0	61	27
Future Vol, veh/h	0	39	64	0	61	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	70	0	66	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	232	70	0	0	70	0
Stage 1	70	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	757	993	-	-	1531	-
Stage 1	953	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	723	993	-	-	1531	-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.79	0	5.17
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	993	1248	-
HCM Lane V/C Ratio	-	-	0.043	0.043	-
HCM Control Delay (s/veh)	-	-	8.8	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

APPENDIX L

CAPACITY ANALYSIS - INTERSECTION IMPROVEMENTS

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	12	39	689	0	32
Future Vol, veh/h	1163	12	39	689	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1322	14	44	783	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1335	0	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.46	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.428	-	-	3.4235
Pot Cap-1 Maneuver	-	-	430	-	0	177
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	430	-	-	177
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.37	30.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	-	-	193	-
HCM Lane V/C Ratio	0.206	-	-	0.103	-
HCM Control Delay (s/veh)	30.6	-	-	14.3	1.7
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	2	39	1354	0	59
Future Vol, veh/h	843	2	39	1354	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	887	2	41	1425	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	889	0	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.415	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3995	-	-	3.3
Pot Cap-1 Maneuver	-	-	668	-	0	346
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	668	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.3	17.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	101	-
HCM Lane V/C Ratio	0.18	-	-	0.061	-
HCM Control Delay (s/veh)	17.7	-	-	10.7	1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	13	40	702	0	33
Future Vol, veh/h	1185	13	40	702	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1347	15	45	798	0	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1361	0	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.46	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.428	-	-	3.4235
Pot Cap-1 Maneuver	-	-	420	-	0	171
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	420	-	-	171
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.52	31.97
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	171	-	-	194	-
HCM Lane V/C Ratio	0.22	-	-	0.108	-
HCM Control Delay (s/veh)	32	-	-	14.6	1.8
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	2	40	1380	0	60
Future Vol, veh/h	859	2	40	1380	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	904	2	42	1453	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	906	0	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.415	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3995	-	-	3.3
Pot Cap-1 Maneuver	-	-	658	-	0	338
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	658	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.37	18.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	101	-
HCM Lane V/C Ratio	0.187	-	-	0.064	-
HCM Control Delay (s/veh)	18.1	-	-	10.8	1.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	15	46	806	0	38
Future Vol, veh/h	1360	15	46	806	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1545	17	52	916	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1563	0	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.46	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.428	-	-	3.4235
Pot Cap-1 Maneuver	-	-	346	-	0	129
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	346	-	-	129
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.9	46.39
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	129	-	-	194	-
HCM Lane V/C Ratio	0.335	-	-	0.151	-
HCM Control Delay (s/veh)	46.4	-	-	17.2	3.1
HCM Lane LOS	E	-	-	C	A
HCM 95th %tile Q(veh)	1.3	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	2	46	1588	0	69
Future Vol, veh/h	987	2	46	1588	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	1039	2	48	1672	0	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1041	0	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.415	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3995	-	-	3.3
Pot Cap-1 Maneuver	-	-	580	-	0	283
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	580	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.01	22.09
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	101	-
HCM Lane V/C Ratio	0.257	-	-	0.083	-
HCM Control Delay (s/veh)	22.1	-	-	11.8	1.7
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	12	39	0	3	32
Future Vol, veh/h	1163	12	39	0	3	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1322	14	44	0	3	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1335	0	1410	1322
Stage 1	-	-	-	-	1322	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	4.34	-	6.73	6.33
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	-	-	2.416	-	3.797	3.417
Pot Cap-1 Maneuver	-	-	451	-	130	181
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	451	-	118	181
Mov Cap-2 Maneuver	-	-	-	-	118	-
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	778	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	13.85	31.91
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	-	-	451	-
HCM Lane V/C Ratio	0.23	-	-	0.098	-
HCM Control Delay (s/veh)	31.9	-	-	13.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	2	39	0	3	59
Future Vol, veh/h	843	2	39	0	3	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	887	2	41	0	3	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	889	0	969	887
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	-	-	4.31	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.389	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	688	-	283	346
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	688	-	267	346
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	406	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	10.57	18.04
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	-	-	688	-
HCM Lane V/C Ratio	0.191	-	-	0.06	-
HCM Control Delay (s/veh)	18	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	13	40	0	3	33
Future Vol, veh/h	1185	13	40	0	3	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1347	15	45	0	3	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1361	0	1438	1347
Stage 1	-	-	-	-	1347	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.34	-	6.73	6.33
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	-	-	2.416	-	3.797	3.417
Pot Cap-1 Maneuver	-	-	440	-	125	175
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	860	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	440	-	112	175
Mov Cap-2 Maneuver	-	-	-	-	112	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	772	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	14.11	33.38
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	-	-	440	-
HCM Lane V/C Ratio	0.245	-	-	0.103	-
HCM Control Delay (s/veh)	33.4	-	-	14.1	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	2	40	0	3	60
Future Vol, veh/h	859	2	40	0	3	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	904	2	42	0	3	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	906	0	988	904
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	-	-	4.31	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.389	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	678	-	276	338
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	944	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	259	338
Mov Cap-2 Maneuver	-	-	-	-	259	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	10.67	18.46
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	333	-	-	678	-
HCM Lane V/C Ratio	0.199	-	-	0.062	-
HCM Control Delay (s/veh)	18.5	-	-	10.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	15	46	0	4	38
Future Vol, veh/h	1360	15	46	0	4	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	33	13
Mvmt Flow	1545	17	52	0	5	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1563	0	1650	1545
Stage 1	-	-	-	-	1545	-
Stage 2	-	-	-	-	105	-
Critical Hdwy	-	-	4.34	-	6.73	6.33
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	-	-	2.416	-	3.797	3.417
Pot Cap-1 Maneuver	-	-	366	-	92	133
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	366	-	78	133
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	727	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	16.48	50.87
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	124	-	-	366	-
HCM Lane V/C Ratio	0.383	-	-	0.143	-
HCM Control Delay (s/veh)	50.9	-	-	16.5	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.6	-	-	0.5	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	2	46	0	4	69
Future Vol, veh/h	987	2	46	0	4	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	1039	2	48	0	4	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1041	0	1136	1039
Stage 1	-	-	-	-	1039	-
Stage 2	-	-	-	-	97	-
Critical Hdwy	-	-	4.31	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.389	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	600	-	226	283
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	600	-	207	283
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	344	-
Stage 2	-	-	-	-	857	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	11.53	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	600	-
HCM Lane V/C Ratio	0.277	-	-	0.081	-
HCM Control Delay (s/veh)	22.9	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.1	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	12	0	698	0	32
Future Vol, veh/h	1163	12	0	698	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	0	13
Mvmt Flow	1322	14	0	793	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.4235
Pot Cap-1 Maneuver	-	0	0	-	0	177
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	177
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	30.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	177	-	-
HCM Lane V/C Ratio	0.206	-	-
HCM Control Delay (s/veh)	30.6	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	2	0	1393	0	59
Future Vol, veh/h	843	2	0	1393	0	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	887	2	0	1466	0	62

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	346
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	17.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	346	-	-
HCM Lane V/C Ratio	0.18	-	-
HCM Control Delay (s/veh)	17.7	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	13	0	742	0	33
Future Vol, veh/h	1185	13	0	742	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	0	4	0	13
Mvmt Flow	1347	15	0	843	0	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.4235
Pot Cap-1 Maneuver	-	0	0	-	0	171
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	171
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	31.97
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	171	-	-
HCM Lane V/C Ratio	0.22	-	-
HCM Control Delay (s/veh)	32	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	2	0	1420	0	60
Future Vol, veh/h	859	2	0	1420	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	904	2	0	1495	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	338
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.08
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	338	-	-
HCM Lane V/C Ratio	0.187	-	-
HCM Control Delay (s/veh)	18.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	15	0	852	0	38
Future Vol, veh/h	1360	15	0	852	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	8	24	4	0	13
Mvmt Flow	1545	17	0	968	0	43

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.395
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.4235
Pot Cap-1 Maneuver	-	0	0	-	0	129
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	129
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	46.39
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	129	-	-
HCM Lane V/C Ratio	0.335	-	-
HCM Control Delay (s/veh)	46.4	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	1.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	2	0	1634	0	69
Future Vol, veh/h	987	2	0	1634	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	21	2	0	0
Mvmt Flow	1039	2	0	1720	0	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	283
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	22.09
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	283	-	-
HCM Lane V/C Ratio	0.257	-	-
HCM Control Delay (s/veh)	22.1	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	783	60	200	386	96	91	26	381	11	3	6
Future Volume (veh/h)	15	783	60	200	386	96	91	26	381	11	3	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	17	870	67	222	429	107	101	29	423	12	3	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	61	2746	210	546	1148	287	415	34	502	65	118	276
Arrive On Green	0.89	0.89	0.89	0.89	0.89	0.89	0.04	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	31	3087	236	541	1290	322	1668	104	1522	954	506	1181
Grp Volume(v), veh/h	501	0	453	225	0	533	101	0	452	12	0	10
Grp Sat Flow(s),veh/h/ln	1761	0	1592	550	0	1604	1668	0	1626	954	0	1687
Q Serve(g_s), s	0.0	0.0	4.8	11.5	0.0	6.0	0.0	0.0	28.4	0.0	0.0	0.5
Cycle Q Clear(g_c), s	4.7	0.0	4.8	18.3	0.0	6.0	0.0	0.0	28.4	25.7	0.0	0.5
Prop In Lane	0.03		0.15	0.98		0.20	1.00		0.94	1.00		0.70
Lane Grp Cap(c), veh/h	1600	0	1417	554	0	1427	415	0	536	65	0	394
V/C Ratio(X)	0.31	0.00	0.32	0.41	0.00	0.37	0.24	0.00	0.84	0.18	0.00	0.03
Avail Cap(c_a), veh/h	1600	0	1417	554	0	1427	419	0	536	65	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.9	0.0	0.9	2.6	0.0	1.0	33.1	0.0	34.2	55.0	0.0	32.5
Incr Delay (d2), s/veh	0.5	0.0	0.6	2.2	0.0	0.7	0.3	0.0	11.7	1.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.7	2.0	0.0	0.9	3.9	0.0	18.4	0.6	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.4	0.0	1.5	4.8	0.0	1.8	33.4	0.0	45.9	56.3	0.0	32.5
LnGrp LOS	A		A	A		A	C		D	E		C
Approach Vol, veh/h		954			758			553			22	
Approach Delay, s/veh		1.5			2.7			43.6			45.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		105.4		42.1		105.4	10.6	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		6.8		30.4		20.3	2.0	27.7				
Green Ext Time (p_c), s		4.0		0.9		5.1	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	477	113	449	851	30	159	13	353	84	41	36
Future Volume (veh/h)	10	477	113	449	851	30	159	13	353	84	41	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	502	119	473	896	32	167	14	372	88	43	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	47	1897	446	528	1176	42	327	15	390	115	190	168
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.09	0.25	0.25	0.03	0.20	0.20
Sat Flow, veh/h	29	2732	643	690	1694	61	1767	59	1560	1795	930	822
Grp Volume(v), veh/h	336	0	296	517	0	884	167	0	386	88	0	81
Grp Sat Flow(s),veh/h/ln	1804	0	1600	753	0	1691	1767	0	1619	1795	0	1752
Q Serve(g_s), s	0.2	0.0	9.7	84.1	0.0	46.9	11.2	0.0	32.9	2.7	0.0	5.4
Cycle Q Clear(g_c), s	48.6	0.0	9.7	94.5	0.0	46.9	11.2	0.0	32.9	2.7	0.0	5.4
Prop In Lane	0.03		0.40	0.92		0.04	1.00		0.96	1.00		0.47
Lane Grp Cap(c), veh/h	1279	0	1111	572	0	1174	327	0	405	115	0	359
V/C Ratio(X)	0.26	0.00	0.27	0.90	0.00	0.75	0.51	0.00	0.95	0.77	0.00	0.23
Avail Cap(c_a), veh/h	1279	0	1111	572	0	1174	327	0	413	117	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	8.0	26.1	0.0	13.7	45.8	0.0	51.7	65.7	0.0	46.4
Incr Delay (d2), s/veh	0.5	0.0	0.6	20.0	0.0	4.5	1.3	0.0	32.2	25.7	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	6.1	25.8	0.0	24.7	8.7	0.0	23.5	7.0	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.5	0.0	8.6	46.1	0.0	18.2	47.1	0.0	83.8	91.4	0.0	46.7
LnGrp LOS	A		A	D		B	D		F	F		D
Approach Vol, veh/h		632			1401			553			169	
Approach Delay, s/veh		8.5			28.5			72.7			70.0	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	104.2	10.6	40.8	104.2	17.0	34.5
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	50.6	4.7	34.9	96.5	13.2	7.4
Green Ext Time (p_c), s	2.4	0.0	0.2	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	35.3
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	798	61	204	394	98	92	26	388	12	5	6
Future Volume (veh/h)	16	798	61	204	394	98	92	26	388	12	5	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	18	887	68	227	438	109	102	29	431	13	6	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	63	2749	209	541	1145	285	413	34	502	65	187	218
Arrive On Green	0.89	0.89	0.89	0.89	0.89	0.89	0.04	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	33	3083	234	534	1284	320	1668	102	1523	947	799	933
Grp Volume(v), veh/h	511	0	462	227	0	547	102	0	460	13	0	13
Grp Sat Flow(s),veh/h/ln	1758	0	1592	534	0	1604	1668	0	1626	947	0	1732
Q Serve(g_s), s	0.0	0.0	4.9	12.3	0.0	6.2	0.0	0.0	29.1	0.0	0.0	0.6
Cycle Q Clear(g_c), s	4.7	0.0	4.9	19.1	0.0	6.2	0.0	0.0	29.1	25.7	0.0	0.6
Prop In Lane	0.04		0.15	1.00		0.20	1.00		0.94	1.00		0.54
Lane Grp Cap(c), veh/h	1601	0	1420	541	0	1430	413	0	536	65	0	405
V/C Ratio(X)	0.32	0.00	0.33	0.42	0.00	0.38	0.25	0.00	0.86	0.20	0.00	0.03
Avail Cap(c_a), veh/h	1601	0	1420	541	0	1430	416	0	536	65	0	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.9	0.0	0.9	2.6	0.0	1.0	33.3	0.0	34.5	55.0	0.0	32.5
Incr Delay (d2), s/veh	0.5	0.0	0.6	2.4	0.0	0.8	0.3	0.0	13.1	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.7	2.1	0.0	0.9	4.0	0.0	19.0	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.4	0.0	1.5	5.0	0.0	1.8	33.6	0.0	47.5	56.5	0.0	32.6
LnGrp LOS	A		A	A		A	C		D	E		C
Approach Vol, veh/h		973			774			562			26	
Approach Delay, s/veh		1.5			2.7			45.0			44.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		105.7		42.1		105.7	10.6	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		6.9		31.1		21.1	2.0	27.7				
Green Ext Time (p_c), s		4.1		0.8		5.3	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.8
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	486	114	457	867	30	162	14	352	86	42	37
Future Volume (veh/h)	11	486	114	457	867	30	162	14	352	86	42	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	12	512	120	481	913	32	171	15	371	91	44	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	48	1857	441	523	1180	42	325	16	389	115	190	169
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.09	0.25	0.25	0.03	0.20	0.20
Sat Flow, veh/h	30	2669	634	680	1696	60	1767	63	1557	1795	929	823
Grp Volume(v), veh/h	341	0	303	527	0	899	171	0	386	91	0	83
Grp Sat Flow(s),veh/h/ln	1731	0	1601	745	0	1691	1767	0	1620	1795	0	1752
Q Serve(g_s), s	1.1	0.0	9.9	86.8	0.0	48.3	11.5	0.0	32.8	2.9	0.0	5.5
Cycle Q Clear(g_c), s	51.0	0.0	9.9	97.4	0.0	48.3	11.5	0.0	32.8	2.9	0.0	5.5
Prop In Lane	0.04		0.40	0.91		0.04	1.00		0.96	1.00		0.47
Lane Grp Cap(c), veh/h	1231	0	1114	568	0	1177	325	0	405	115	0	359
V/C Ratio(X)	0.28	0.00	0.27	0.93	0.00	0.76	0.53	0.00	0.95	0.79	0.00	0.23
Avail Cap(c_a), veh/h	1231	0	1114	568	0	1177	325	0	413	117	0	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	8.0	27.3	0.0	13.8	45.9	0.0	51.7	65.8	0.0	46.5
Incr Delay (d2), s/veh	0.6	0.0	0.6	23.6	0.0	4.7	1.6	0.0	32.1	29.8	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	6.2	27.8	0.0	25.3	8.9	0.0	23.5	7.4	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.6	0.0	8.6	50.9	0.0	18.6	47.5	0.0	83.8	95.5	0.0	46.8
LnGrp LOS	A		A	D		B	D		F	F		D
Approach Vol, veh/h		644			1426			557			174	
Approach Delay, s/veh		8.6			30.5			72.7			72.3	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	104.4	10.7	40.8	104.4	17.0	34.5
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	53.0	4.9	34.8	99.4	13.5	7.5
Green Ext Time (p_c), s	2.5	0.0	0.2	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	36.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	920	67	232	454	113	99	29	441	13	6	7
Future Volume (veh/h)	18	920	67	232	454	113	99	29	441	13	6	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	20	1022	74	258	504	126	110	32	490	14	7	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	62	2805	201	487	1163	291	412	33	504	65	189	216
Arrive On Green	0.91	0.91	0.91	0.91	0.91	0.91	0.04	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	31	3095	222	465	1283	321	1668	100	1526	894	809	925
Grp Volume(v), veh/h	585	0	531	258	0	630	110	0	522	14	0	15
Grp Sat Flow(s),veh/h/ln	1754	0	1595	465	0	1604	1668	0	1625	894	0	1734
Q Serve(g_s), s	0.0	0.0	5.2	18.7	0.0	6.7	0.0	0.0	34.9	0.0	0.0	0.7
Cycle Q Clear(g_c), s	5.0	0.0	5.2	26.1	0.0	6.7	0.0	0.0	34.9	25.7	0.0	0.7
Prop In Lane	0.03		0.14	1.00		0.20	1.00		0.94	1.00		0.53
Lane Grp Cap(c), veh/h	1623	0	1445	487	0	1453	412	0	537	65	0	405
V/C Ratio(X)	0.36	0.00	0.37	0.53	0.00	0.43	0.27	0.00	0.97	0.21	0.00	0.04
Avail Cap(c_a), veh/h	1623	0	1445	487	0	1453	415	0	537	65	0	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.7	0.0	0.7	2.9	0.0	0.8	33.5	0.0	36.3	55.0	0.0	32.6
Incr Delay (d2), s/veh	0.6	0.0	0.7	4.1	0.0	0.9	0.3	0.0	31.8	1.6	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.5	2.7	0.0	0.7	4.3	0.0	25.1	0.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	1.3	0.0	1.4	7.0	0.0	1.7	33.9	0.0	68.1	56.6	0.0	32.6
LnGrp LOS	A		A	A		A	C		E	E		C
Approach Vol, veh/h		1116			888			632			29	
Approach Delay, s/veh		1.4			3.3			62.2			44.2	
Approach LOS		A			A			E			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		107.3		42.1		107.3	10.6	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		7.2		36.9		28.1	2.0	27.7				
Green Ext Time (p_c), s		5.1		0.0		6.9	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	560	128	524	999	35	183	15	353	99	48	42
Future Volume (veh/h)	12	560	128	524	999	35	183	15	353	99	48	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	13	589	135	552	1052	37	193	16	372	104	51	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	50	2073	475	519	1321	48	318	17	390	116	195	168
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.09	0.25	0.25	0.04	0.21	0.21
Sat Flow, veh/h	30	2718	623	618	1732	63	1767	67	1554	1795	942	812
Grp Volume(v), veh/h	390	0	347	645	0	996	193	0	388	104	0	95
Grp Sat Flow(s),veh/h/ln	1768	0	1603	723	0	1691	1767	0	1620	1795	0	1754
Q Serve(g_s), s	0.6	0.0	9.2	96.4	0.0	47.6	12.5	0.0	33.0	4.0	0.0	6.4
Cycle Q Clear(g_c), s	51.2	0.0	9.2	106.8	0.0	47.6	12.5	0.0	33.0	4.0	0.0	6.4
Prop In Lane	0.03		0.39	0.86		0.04	1.00		0.96	1.00		0.46
Lane Grp Cap(c), veh/h	1375	0	1223	599	0	1289	318	0	407	116	0	363
V/C Ratio(X)	0.28	0.00	0.28	1.08	0.00	0.77	0.61	0.00	0.95	0.89	0.00	0.26
Avail Cap(c_a), veh/h	1375	0	1223	599	0	1289	318	0	413	116	0	363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	0.0	5.0	25.6	0.0	9.6	46.9	0.0	51.6	66.0	0.0	46.6
Incr Delay (d2), s/veh	0.5	0.0	0.6	59.4	0.0	4.5	3.3	0.0	32.4	51.7	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.0	5.3	43.3	0.0	23.1	10.1	0.0	23.7	9.1	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.5	0.0	5.6	85.1	0.0	14.1	50.2	0.0	84.0	117.7	0.0	47.0
LnGrp LOS	A		A	F		B	D		F	F		D
Approach Vol, veh/h		737			1641			581			199	
Approach Delay, s/veh		5.6			42.0			72.8			83.9	
Approach LOS		A			D			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	114.0	10.8	40.9	114.0	17.0	34.7
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	53.2	6.0	35.0	108.8	14.5	8.4
Green Ext Time (p_c), s	2.9	0.0	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	41.8
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	849	472	18	0	2
Future Vol, veh/h	4	849	472	18	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	943	524	20	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	544	0	-	0	-	272
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1035	-	-	-	0	732
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1035	-	-	-	-	732
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	9.94
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	732
HCM Lane V/C Ratio	0.004	-	-	-	0.003
HCM Control Delay (s/veh)	8.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	604	966	71	0	40
Future Vol, veh/h	21	604	966	71	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	629	1006	74	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1080	0	-	0	-	540
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	653	-	-	-	0	491
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	653	-	-	-	-	491
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.75	0	13.01
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	121	-	-	-	491
HCM Lane V/C Ratio	0.033	-	-	-	0.085
HCM Control Delay (s/veh)	10.7	0.4	-	-	13
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	865	481	18	0	2
Future Vol, veh/h	4	865	481	18	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	961	534	20	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	554	0	-	0	-	277
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	1026	-	-	-	0	726
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1026	-	-	-	-	726
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	9.97
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	726
HCM Lane V/C Ratio	0.004	-	-	-	0.003
HCM Control Delay (s/veh)	8.5	0	-	-	10
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	614	984	72	0	41
Future Vol, veh/h	21	614	984	72	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	640	1025	75	0	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1100	0	-	0	-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	642	-	-	-	0	484
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	642	-	-	-	-	484
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.76	0	13.16
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	484
HCM Lane V/C Ratio	0.034	-	-	-	0.088
HCM Control Delay (s/veh)	10.8	0.4	-	-	13.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	994	547	20	0	2
Future Vol, veh/h	5	994	547	20	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	6	1104	608	22	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	630	0	-	0	-	315
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	962	-	-	-	0	687
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	962	-	-	-	-	687
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.12	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	687
HCM Lane V/C Ratio	0.006	-	-	-	0.003
HCM Control Delay (s/veh)	8.8	0.1	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	705	1131	83	0	47
Future Vol, veh/h	24	705	1131	83	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	25	734	1178	86	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1265	0	-	0	-	632
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	556	-	-	-	0	428
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	556	-	-	-	-	428
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.99	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	119	-	-	-	428
HCM Lane V/C Ratio	0.045	-	-	-	0.114
HCM Control Delay (s/veh)	11.8	0.6	-	-	14.5
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	849	472	18	0	2
Future Vol, veh/h	0	849	472	18	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	943	524	20	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	262
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	742
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	742
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.86
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	742
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	604	966	71	0	40
Future Vol, veh/h	0	604	966	71	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	629	1006	74	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	503
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	519
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	519
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.54
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	519
HCM Lane V/C Ratio	-	-	0.08
HCM Control Delay (s/veh)	-	-	12.5
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	861	481	18	0	2
Future Vol, veh/h	0	861	481	18	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	957	534	20	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	267
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	737
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	737
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	737
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	9.9
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	614	984	72	0	41
Future Vol, veh/h	0	614	984	72	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	640	1025	75	0	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	513
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	512
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	512
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.67
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	512
HCM Lane V/C Ratio	-	-	0.083
HCM Control Delay (s/veh)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	994	547	20	0	2
Future Vol, veh/h	0	994	547	20	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	1104	608	22	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	304
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	698
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.17
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	698
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	10.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	705	1131	83	0	47
Future Vol, veh/h	0	705	1131	83	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	734	1178	86	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	589
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	457
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	457
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	13.83
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	457
HCM Lane V/C Ratio	-	-	0.107
HCM Control Delay (s/veh)	-	-	13.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	20	54	689	0	83
Future Vol, veh/h	1163	20	54	689	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	23	61	783	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1344	0	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.355	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3615	-	-	3.3475
Pot Cap-1 Maneuver	-	-	451	-	0	187
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	451	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.02	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	262	-
HCM Lane V/C Ratio	0.505	-	-	0.136	-
HCM Control Delay (s/veh)	42.5	-	-	14.2	2.1
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	2.5	-	-	0.5	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	68	483	37	9	264
Future Vol, veh/h	34	68	483	37	9	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	39	77	549	42	10	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	890	570	0	0	591	0
Stage 1	570	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.43	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	312	515	-	-	995	-
Stage 1	564	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	308	515	-	-	995	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	724	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.77	0	0.29
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	421	59	-
HCM Lane V/C Ratio	-	-	0.275	0.01	-
HCM Control Delay (s/veh)	-	-	16.8	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	494	129	449	848	30	183	15	353	86	43	36
Future Volume (veh/h)	10	494	129	449	848	30	183	15	353	86	43	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	520	136	473	893	32	193	16	372	91	45	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	47	1962	507	547	1219	44	327	17	390	115	196	165
Arrive On Green	0.73	0.73	0.73	0.73	0.73	0.73	0.09	0.25	0.25	0.03	0.21	0.21
Sat Flow, veh/h	28	2694	695	682	1673	60	1767	67	1554	1795	952	804
Grp Volume(v), veh/h	356	0	311	503	0	895	193	0	388	91	0	83
Grp Sat Flow(s),veh/h/ln	1827	0	1590	725	0	1691	1767	0	1620	1795	0	1755
Q Serve(g_s), s	0.0	0.0	9.2	80.0	0.0	42.8	12.5	0.0	33.0	2.9	0.0	5.5
Cycle Q Clear(g_c), s	8.9	0.0	9.2	90.2	0.0	42.8	12.5	0.0	33.0	2.9	0.0	5.5
Prop In Lane	0.03		0.44	0.94		0.04	1.00		0.96	1.00		0.46
Lane Grp Cap(c), veh/h	1357	0	1158	578	0	1232	327	0	407	115	0	361
V/C Ratio(X)	0.26	0.00	0.27	0.87	0.00	0.73	0.59	0.00	0.95	0.79	0.00	0.23
Avail Cap(c_a), veh/h	1357	0	1158	578	0	1232	327	0	413	116	0	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	0.0	6.4	22.0	0.0	11.0	46.8	0.0	51.6	65.8	0.0	46.4
Incr Delay (d2), s/veh	0.5	0.0	0.6	16.3	0.0	3.8	2.8	0.0	32.4	30.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	5.5	23.0	0.0	21.9	10.1	0.0	23.7	7.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.0	7.0	38.3	0.0	14.7	49.6	0.0	84.0	95.8	0.0	46.7
LnGrp LOS	A		A	D		B	D		F	F		D
Approach Vol, veh/h		667			1398			581			174	
Approach Delay, s/veh		6.9			23.2			72.6			72.4	
Approach LOS		A			C			E			E	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		109.1	10.7	40.9		109.1	17.0	34.6				
Change Period (Y+Rc), s		6.5	5.8	* 5.8		6.5	4.5	5.8				
Max Green Setting (Gmax), s		82.5	5.0	* 36		82.5	12.5	28.2				
Max Q Clear Time (g_c+I1), s		11.2	4.9	35.0		92.2	14.5	7.5				
Green Ext Time (p_c), s		2.6	0.0	0.1		0.0	0.0	0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	32.6
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	550	2	9	932	92	5	0	22	32	0	31
Future Volume (veh/h)	70	550	2	9	932	92	5	0	22	32	0	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.00
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	1900	1885	1900	1900	1870	1885	1668	1976	1900	1900	1900	1900
Adj Flow Rate, veh/h	75	591	2	10	1002	99	5	0	24	34	0	33
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	1	0	0	2	1	20	0	0	0	0	0
Cap, veh/h	416	2853	10	633	2268	224	11	0	55	96	0	85
Arrive On Green	0.04	0.78	0.78	0.69	0.69	0.69	0.04	0.00	0.04	0.05	0.00	0.05
Sat Flow, veh/h	1810	3661	12	837	3266	323	294	0	1413	1810	0	1610
Grp Volume(v), veh/h	75	289	304	10	545	556	29	0	0	34	0	33
Grp Sat Flow(s),veh/h/ln	1810	1791	1883	837	1777	1812	1707	0	0	1810	0	1610
Q Serve(g_s), s	1.5	6.0	6.0	0.5	18.9	18.9	2.3	0.0	0.0	2.5	0.0	2.8
Cycle Q Clear(g_c), s	1.5	6.0	6.0	0.5	18.9	18.9	2.3	0.0	0.0	2.5	0.0	2.8
Prop In Lane	1.00		0.01	1.00		0.18	0.17		0.83	1.00		1.00
Lane Grp Cap(c), veh/h	416	1395	1467	633	1234	1258	66	0	0	96	0	85
V/C Ratio(X)	0.18	0.21	0.21	0.02	0.44	0.44	0.44	0.00	0.00	0.36	0.00	0.39
Avail Cap(c_a), veh/h	456	1395	1467	633	1234	1258	294	0	0	324	0	289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.4	4.1	4.1	6.6	9.4	9.4	65.8	0.0	0.0	64.0	0.0	64.1
Incr Delay (d2), s/veh	0.2	0.3	0.3	0.0	1.1	1.1	4.5	0.0	0.0	2.2	0.0	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	3.6	3.8	0.2	11.7	11.9	2.0	0.0	0.0	2.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	4.4	4.4	6.7	10.6	10.6	70.4	0.0	0.0	66.2	0.0	67.0
LnGrp LOS	A	A	A	A	B	B	E			E		E
Approach Vol, veh/h		668			1111			29			67	
Approach Delay, s/veh		4.7			10.5			70.4			66.6	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	103.2		13.3		115.1		11.6				
Change Period (Y+Rc), s	6.2	6.0		5.9		6.0		6.2				
Max Green Setting (Gmax), s	8.8	57.7		25.1		72.7		24.1				
Max Q Clear Time (g_c+I1), s	13.5	20.9		4.8		8.0		4.3				
Green Ext Time (p_c), s	0.1	22.0		0.2		11.7		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	11.4
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	29	71	702	0	137
Future Vol, veh/h	1185	29	71	702	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	33	81	798	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1380	0	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	448	-	0	183
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	448	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.95	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	331	-
HCM Lane V/C Ratio	0.851	-	-	0.18	-
HCM Control Delay (s/veh)	84.3	-	-	14.8	2.9
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	6.1	-	-	0.7	-

Intersection	
Int Delay, s/veh	4.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	122	491	44	17	268
Future Vol, veh/h	59	122	491	44	17	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	67	139	558	50	19	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	926	583	0	0	608	0
Stage 1	583	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.43	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	297	507	-	-	980	-
Stage 1	556	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	290	507	-	-	980	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	22.51	0	0.52
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	107	-
HCM Lane V/C Ratio	-	-	0.505	0.02	-
HCM Control Delay (s/veh)	-	-	22.5	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.8	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	39	116	1380	0	109
Future Vol, veh/h	859	39	116	1380	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	41	122	1453	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	945	0	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	699	-	0	338
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.47	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	279	-
HCM Lane V/C Ratio	0.339	-	-	0.175	-
HCM Control Delay (s/veh)	21	-	-	11.2	2.8
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1.5	-	-	0.6	-

Intersection	
Int Delay, s/veh	4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	77	461	51	40	610
Future Vol, veh/h	82	77	461	51	40	610
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	85	79	475	53	41	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1213	502	0	0	528	0
Stage 1	502	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	203	570	-	-	1049	-
Stage 1	612	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	570	-	-	1049	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	34.27	0	0.53
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	281	111	-
HCM Lane V/C Ratio	-	-	0.583	0.039	-
HCM Control Delay (s/veh)	-	-	34.3	8.6	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.1	-

Intersection	
Int Delay, s/veh	13.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	31	77	806	0	142
Future Vol, veh/h	1360	31	77	806	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	35	88	916	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1581	0	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	372	-	0	~ 139
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	372	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.81	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	-	-	277	-
HCM Lane V/C Ratio	1.159	-	-	0.235	-
HCM Control Delay (s/veh)	188.2	-	-	17.6	4.7
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	9.3	-	-	0.9	-

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

Intersection	
Int Delay, s/veh	4.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	125	552	49	17	303
Future Vol, veh/h	60	125	552	49	17	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	68	142	627	56	19	344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1038	655	0	0	683	0
Stage 1	655	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	256	464	-	-	920	-
Stage 1	517	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	464	-	-	920	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	27.75	0	0.48
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	363	96	-
HCM Lane V/C Ratio	-	-	0.58	0.021	-
HCM Control Delay (s/veh)	-	-	27.7	9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.5	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	39	122	1588	0	118
Future Vol, veh/h	987	39	122	1588	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	41	128	1672	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1080	0	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	620	-	0	283
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	620	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	257	-
HCM Lane V/C Ratio	0.439	-	-	0.207	-
HCM Control Delay (s/veh)	27.4	-	-	12.3	4.1
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	2.1	-	-	0.8	-

Intersection	
Int Delay, s/veh	7.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	82	525	53	41	697
Future Vol, veh/h	91	82	525	53	41	697
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	94	85	541	55	42	719

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1372	569	0	0	596	0
Stage 1	569	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	163	522	-	-	990	-
Stage 1	571	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	522	-	-	990	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	61.18	0	0.49
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	228	100	-
HCM Lane V/C Ratio	-	-	0.783	0.043	-
HCM Control Delay (s/veh)	-	-	61.2	8.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	5.7	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	20	54	689	0	83
Future Vol, veh/h	1163	20	54	689	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	23	61	783	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1344	0	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.355	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3615	-	-	3.3475
Pot Cap-1 Maneuver	-	-	451	-	0	187
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	451	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.02	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	262	-
HCM Lane V/C Ratio	0.505	-	-	0.136	-
HCM Control Delay (s/veh)	42.5	-	-	14.2	2.1
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	2.5	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	483	37	9	298
Future Vol, veh/h	0	102	483	37	9	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	116	549	42	10	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	570	0	0	591	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	515	-	-	995	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	515	-	-	995	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14	0	0.25
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	53	-
HCM Lane V/C Ratio	-	-	0.225	0.01	-
HCM Control Delay (s/veh)	-	-	14	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	21	76	1354	0	83
Future Vol, veh/h	843	21	76	1354	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	22	80	1425	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	909	0	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.265	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3045	-	-	3.3
Pot Cap-1 Maneuver	-	-	702	-	0	346
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	702	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.31	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	191	-
HCM Lane V/C Ratio	0.253	-	-	0.114	-
HCM Control Delay (s/veh)	18.9	-	-	10.8	1.8
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	122	453	32	21	668
Future Vol, veh/h	0	122	453	32	21	668
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	0	126	467	33	22	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	484	0	0	500	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	581	-	-	1075	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	581	-	-	1075	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.9	0	0.26
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	55	-
HCM Lane V/C Ratio	-	-	0.216	0.02	-
HCM Control Delay (s/veh)	-	-	12.9	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	29	71	702	0	137
Future Vol, veh/h	1185	29	71	702	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	33	81	798	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1380	0	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	448	-	0	183
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	448	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.95	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	331	-
HCM Lane V/C Ratio	0.851	-	-	0.18	-
HCM Control Delay (s/veh)	84.3	-	-	14.8	2.9
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	6.1	-	-	0.7	-

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	181	491	44	17	304
Future Vol, veh/h	0	181	491	44	17	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	206	558	50	19	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	583	0	0	608	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	507	-	-	980	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	507	-	-	980	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.88	0	0.46
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	95	-
HCM Lane V/C Ratio	-	-	0.406	0.02	-
HCM Control Delay (s/veh)	-	-	16.9	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	39	116	1380	0	109
Future Vol, veh/h	859	39	116	1380	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	41	122	1453	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	945	0	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	699	-	0	338
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.47	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	279	-
HCM Lane V/C Ratio	0.339	-	-	0.175	-
HCM Control Delay (s/veh)	21	-	-	11.2	2.8
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1.5	-	-	0.6	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	159	461	51	40	692
Future Vol, veh/h	0	159	461	51	40	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	164	475	53	41	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	502	0	0	528	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	570	-	-	1049	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	1049	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.85	0	0.47
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	570	98	-
HCM Lane V/C Ratio	-	-	0.288	0.039	-
HCM Control Delay (s/veh)	-	-	13.9	8.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-

Intersection	
Int Delay, s/veh	13.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	31	77	806	0	142
Future Vol, veh/h	1360	31	77	806	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	35	88	916	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1581	0	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	372	-	0	~ 139
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	372	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.81	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	-	-	277	-
HCM Lane V/C Ratio	1.159	-	-	0.235	-
HCM Control Delay (s/veh)	188.2	-	-	17.6	4.7
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	9.3	-	-	0.9	-

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

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	185	552	49	17	363
Future Vol, veh/h	0	185	552	49	17	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	0	210	627	56	19	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	655	0	0	683	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	464	-	-	920	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	464	-	-	920	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.0	1	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	81	-
HCM Lane V/C Ratio	-	-	0.453	0.021	-
HCM Control Delay (s/veh)	-	-	19	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	39	122	1588	0	118
Future Vol, veh/h	987	39	122	1588	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	41	128	1672	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1080	0	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	620	-	0	283
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	620	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.71	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	257	-
HCM Lane V/C Ratio	0.439	-	-	0.207	-
HCM Control Delay (s/veh)	27.4	-	-	12.3	4.1
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	2.1	-	-	0.8	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	525	53	41	788
Future Vol, veh/h	0	173	525	53	41	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	178	541	55	42	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	569	0	0	596	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	522	-	-	990	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	522	-	-	990	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.43	0	0.44
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	522	89	-
HCM Lane V/C Ratio	-	-	0.342	0.043	-
HCM Control Delay (s/veh)	-	-	15.4	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	29	54	689	0	83
Future Vol, veh/h	1163	29	54	689	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	33	61	783	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1355	0	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.355	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3615	-	-	3.3475
Pot Cap-1 Maneuver	-	-	447	-	0	187
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	447	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.06	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	187	-	-	262	-
HCM Lane V/C Ratio	0.505	-	-	0.137	-
HCM Control Delay (s/veh)	42.5	-	-	14.3	2.2
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	2.5	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	483	37	0	298
Future Vol, veh/h	0	102	483	37	0	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	116	549	42	0	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	549	0	-	549	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	530	-	0	1031	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	530	-	-	1031	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.69	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	530	1031	-
HCM Lane V/C Ratio	-	0.219	-	-
HCM Control Delay (s/veh)	-	13.7	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.8	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	42	76	1354	0	83
Future Vol, veh/h	843	42	76	1354	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	44	80	1425	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	932	0	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.265	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.3045	-	-	3.3
Pot Cap-1 Maneuver	-	-	688	-	0	346
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	688	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.37	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	346	-	-	191	-
HCM Lane V/C Ratio	0.253	-	-	0.116	-
HCM Control Delay (s/veh)	18.9	-	-	10.9	1.9
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1	-	-	0.4	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	122	453	32	0	668
Future Vol, veh/h	0	122	453	32	0	668
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	0	126	467	33	0	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	467	0	-	467	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	594	-	0	1105	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	594	-	-	1105	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.69	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	594	1105	-
HCM Lane V/C Ratio	-	0.212	-	-
HCM Control Delay (s/veh)	-	12.7	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.8	0	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	46	71	702	0	137
Future Vol, veh/h	1185	46	71	702	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	52	81	798	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1399	0	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	440	-	0	183
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	440	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	4.05	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	183	-	-	331	-
HCM Lane V/C Ratio	0.851	-	-	0.184	-
HCM Control Delay (s/veh)	84.3	-	-	15	2.9
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	6.1	-	-	0.7	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	181	491	44	0	304
Future Vol, veh/h	0	181	491	44	0	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	206	558	50	0	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	558	0	-	558	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	524	-	0	1023	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	524	-	-	1023	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.26	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	524	1023	-
HCM Lane V/C Ratio	-	0.393	-	-
HCM Control Delay (s/veh)	-	16.3	0	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	1.9	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	79	116	1380	0	109
Future Vol, veh/h	859	79	116	1380	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	83	122	1453	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	987	0	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	673	-	0	338
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	673	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.66	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	338	-	-	279	-
HCM Lane V/C Ratio	0.339	-	-	0.181	-
HCM Control Delay (s/veh)	21	-	-	11.5	3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	1.5	-	-	0.7	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	159	461	51	0	692
Future Vol, veh/h	0	159	461	51	0	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	164	475	53	0	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	475	0	-	475	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	589	-	0	1097	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	589	-	-	1097	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.44	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	589	1097	-
HCM Lane V/C Ratio	-	0.278	-	-
HCM Control Delay (s/veh)	-	13.4	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1.1	0	-

Intersection	
Int Delay, s/veh	13.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	48	77	806	0	142
Future Vol, veh/h	1360	48	77	806	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	55	88	916	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1600	0	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.31	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.333	-	-	3.3285
Pot Cap-1 Maneuver	-	-	365	-	0	~ 139
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	365	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.99	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	-	-	272	-
HCM Lane V/C Ratio	1.159	-	-	0.24	-
HCM Control Delay (s/veh)	188.2	-	-	17.9	4.8
HCM Lane LOS	F	-	-	C	A
HCM 95th %tile Q(veh)	9.3	-	-	0.9	-

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

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	185	552	49	0	363
Future Vol, veh/h	0	185	552	49	0	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	0	210	627	56	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	627	0	-	627	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	482	-	0	964	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	482	-	-	964	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.14	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	482	964	-
HCM Lane V/C Ratio	-	0.437	-	-
HCM Control Delay (s/veh)	-	18.1	0	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	2.2	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	80	122	1588	0	118
Future Vol, veh/h	987	80	122	1588	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	84	128	1672	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1123	0	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.205	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2665	-	-	3.3
Pot Cap-1 Maneuver	-	-	597	-	0	283
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	597	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	5.01	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	283	-	-	257	-
HCM Lane V/C Ratio	0.439	-	-	0.215	-
HCM Control Delay (s/veh)	27.4	-	-	12.7	4.4
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	2.1	-	-	0.8	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	525	53	0	788
Future Vol, veh/h	0	173	525	53	0	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	178	541	55	0	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	541	0	-	541	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	541	-	0	1038	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	541	-	-	1038	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.89	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	541	1038	-
HCM Lane V/C Ratio	-	0.33	-	-
HCM Control Delay (s/veh)	-	14.9	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1.4	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	20	0	743	0	83
Future Vol, veh/h	1163	20	0	743	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	23	0	844	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3475
Pot Cap-1 Maneuver	-	0	0	-	0	187
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	187	-	-
HCM Lane V/C Ratio	0.505	-	-
HCM Control Delay (s/veh)	42.5	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	2.5	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	68	483	37	63	264
Future Vol, veh/h	34	68	483	37	63	264
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	39	77	549	42	72	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1013	570	0	0	591	0
Stage 1	570	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Critical Hdwy	6.43	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	264	515	-	-	995	-
Stage 1	564	-	-	-	-	-
Stage 2	645	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	241	515	-	-	995	-
Mov Cap-2 Maneuver	241	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.92	0	1.71
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	373	347	-
HCM Lane V/C Ratio	-	-	0.31	0.072	-
HCM Control Delay (s/veh)	-	-	18.9	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.2	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	21	0	1430	0	83
Future Vol, veh/h	843	21	0	1430	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	22	0	1505	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	346
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	346	-	-
HCM Lane V/C Ratio	0.253	-	-
HCM Control Delay (s/veh)	18.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	53	453	32	97	599
Future Vol, veh/h	69	53	453	32	97	599
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	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	71	55	467	33	100	618

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1301	484	0	0	500	0
Stage 1	484	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Critical Hdwy	6.4	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	179	581	-	-	1075	-
Stage 1	624	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	581	-	-	1075	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	624	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	39.17	0	1.21
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	226	251	-
HCM Lane V/C Ratio	-	-	0.556	0.093	-
HCM Control Delay (s/veh)	-	-	39.2	8.7	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3	0.3	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	29	0	773	0	137
Future Vol, veh/h	1185	29	0	773	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	33	0	878	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	183
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	183	-	-
HCM Lane V/C Ratio	0.851	-	-
HCM Control Delay (s/veh)	84.3	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	6.1	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	59	122	491	44	89	268
Future Vol, veh/h	59	122	491	44	89	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	67	139	558	50	101	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1090	583	0	0	608	0
Stage 1	583	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Critical Hdwy	6.43	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	237	507	-	-	980	-
Stage 1	556	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	208	507	-	-	980	-
Mov Cap-2 Maneuver	208	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	528	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.75	0	2.27
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	449	-
HCM Lane V/C Ratio	-	-	0.596	0.103	-
HCM Control Delay (s/veh)	-	-	29.7	9.1	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.7	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	39	0	1496	0	109
Future Vol, veh/h	859	39	0	1496	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	41	0	1575	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	338
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	338	-	-
HCM Lane V/C Ratio	0.339	-	-
HCM Control Delay (s/veh)	21	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Intersection	
Int Delay, s/veh	11.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	82	77	461	51	156	610
Future Vol, veh/h	82	77	461	51	156	610
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	85	79	475	53	161	629

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1452	502	0	0	528	0
Stage 1	502	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	145	570	-	-	1049	-
Stage 1	612	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	111	570	-	-	1049	-
Mov Cap-2 Maneuver	111	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	94.68	0	1.84
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	367	-
HCM Lane V/C Ratio	-	-	0.901	0.153	-
HCM Control Delay (s/veh)	-	-	94.7	9.1	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	6.8	0.5	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	31	0	883	0	142
Future Vol, veh/h	1360	31	0	883	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	35	0	1003	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	~ 139
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	139	-	-
HCM Lane V/C Ratio	1.159	-	-
HCM Control Delay (s/veh)	188.2	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	9.3	-	-

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

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	125	552	49	94	303
Future Vol, veh/h	60	125	552	49	94	303
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	68	142	627	56	107	344

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1213	655	0	0	683	0
Stage 1	655	-	-	-	-	-
Stage 2	558	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.1	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	201	464	-	-	920	-
Stage 1	517	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	172	464	-	-	920	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	41.1	0	2.23
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	299	426	-
HCM Lane V/C Ratio	-	-	0.702	0.116	-
HCM Control Delay (s/veh)	-	-	41.1	9.4	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	4.9	0.4	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	39	0	1710	0	118
Future Vol, veh/h	987	39	0	1710	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	41	0	1800	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	283
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	283	-	-
HCM Lane V/C Ratio	0.439	-	-
HCM Control Delay (s/veh)	27.4	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	2.1	-	-

Intersection	
Int Delay, s/veh	27

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	82	525	53	163	697
Future Vol, veh/h	91	82	525	53	163	697
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	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	94	85	541	55	168	719

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1623	569	0	0	596	0
Stage 1	569	-	-	-	-	-
Stage 2	1055	-	-	-	-	-
Critical Hdwy	6.4	6.22	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	114	522	-	-	990	-
Stage 1	571	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 82	522	-	-	990	-
Mov Cap-2 Maneuver	~ 82	-	-	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	243	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/veh	242.95	0	1.78
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	136	341	-
HCM Lane V/C Ratio	-	-	1.307	0.17	-
HCM Control Delay (s/veh)	-	-	242.9	9.4	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	11.2	0.6	-

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	20	0	743	0	83
Future Vol, veh/h	1163	20	0	743	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	23	0	844	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3475
Pot Cap-1 Maneuver	-	0	0	-	0	187
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	187	-	-
HCM Lane V/C Ratio	0.505	-	-
HCM Control Delay (s/veh)	42.5	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	2.5	-	-

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	483	37	63	298
Future Vol, veh/h	0	102	483	37	63	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	116	549	42	72	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	570	0	0	591	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	515	-	-	995	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	515	-	-	995	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14	0	1.55
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	515	314	-
HCM Lane V/C Ratio	-	-	0.225	0.072	-
HCM Control Delay (s/veh)	-	-	14	8.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	21	0	1430	0	83
Future Vol, veh/h	843	21	0	1430	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	22	0	1505	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	346
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	346	-	-
HCM Lane V/C Ratio	0.253	-	-
HCM Control Delay (s/veh)	18.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	122	453	32	97	668
Future Vol, veh/h	0	122	453	32	97	668
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	0	126	467	33	100	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	484	0	0	500	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	581	-	-	1075	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	581	-	-	1075	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.9	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	581	228	-
HCM Lane V/C Ratio	-	-	0.216	0.093	-
HCM Control Delay (s/veh)	-	-	12.9	8.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.3	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	29	0	773	0	137
Future Vol, veh/h	1185	29	0	773	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	33	0	878	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	183
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	183	-	-
HCM Lane V/C Ratio	0.851	-	-
HCM Control Delay (s/veh)	84.3	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	6.1	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	181	491	44	89	327
Future Vol, veh/h	0	181	491	44	89	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	206	558	50	101	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	583	0	0	608	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	507	-	-	980	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	507	-	-	980	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.88	0	1.95
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	507	385	-
HCM Lane V/C Ratio	-	-	0.406	0.103	-
HCM Control Delay (s/veh)	-	-	16.9	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.3	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	39	0	1496	0	109
Future Vol, veh/h	859	39	0	1496	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	41	0	1575	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	338
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	338	-	-
HCM Lane V/C Ratio	0.339	-	-
HCM Control Delay (s/veh)	21	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	159	461	51	156	692
Future Vol, veh/h	0	159	461	51	156	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	164	475	53	161	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	502	0	0	528	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	570	-	-	1049	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	570	-	-	1049	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.85	0	1.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	570	331	-
HCM Lane V/C Ratio	-	-	0.288	0.153	-
HCM Control Delay (s/veh)	-	-	13.9	9.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.5	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	31	0	883	0	142
Future Vol, veh/h	1360	31	0	883	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	35	0	1003	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	~ 139
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	139	-	-
HCM Lane V/C Ratio	1.159	-	-
HCM Control Delay (s/veh)	188.2	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	9.3	-	-

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

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	185	552	49	94	363
Future Vol, veh/h	0	185	552	49	94	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	0	210	627	56	107	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	655	0	0	683	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	464	-	-	920	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	464	-	-	920	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	19.01	0	1.94
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	464	370	-
HCM Lane V/C Ratio	-	-	0.453	0.116	-
HCM Control Delay (s/veh)	-	-	19	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.3	0.4	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	39	0	1710	0	118
Future Vol, veh/h	987	39	0	1710	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	41	0	1800	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	283
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	283	-	-
HCM Lane V/C Ratio	0.439	-	-
HCM Control Delay (s/veh)	27.4	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	2.1	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	525	53	163	788
Future Vol, veh/h	0	173	525	53	163	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	178	541	55	168	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	569	0	0	596	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	522	-	-	990	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	522	-	-	990	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	15.43	0	1.61
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	522	309	-
HCM Lane V/C Ratio	-	-	0.342	0.17	-
HCM Control Delay (s/veh)	-	-	15.4	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.6	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1163	83	0	743	0	83
Future Vol, veh/h	1163	83	0	743	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	5	17	4	4	5
Mvmt Flow	1322	94	0	844	0	94

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1322
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.275
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3475
Pot Cap-1 Maneuver	-	0	0	-	0	187
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	187
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	42.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	187	-	-
HCM Lane V/C Ratio	0.505	-	-
HCM Control Delay (s/veh)	42.5	-	-
HCM Lane LOS	E	-	-
HCM 95th %tile Q(veh)	2.5	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	483	37	0	298
Future Vol, veh/h	0	102	483	37	0	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	116	549	42	0	339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	549	0	-	549	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	530	-	0	1031	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	530	-	-	1031	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.69	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	530	1031	-
HCM Lane V/C Ratio	-	0.219	-	-
HCM Control Delay (s/veh)	-	13.7	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.8	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	843	118	0	1430	0	83
Future Vol, veh/h	843	118	0	1430	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	11	2	0	0
Mvmt Flow	887	124	0	1505	0	87

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	887
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	346
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	346
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	18.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	346	-	-
HCM Lane V/C Ratio	0.253	-	-
HCM Control Delay (s/veh)	18.9	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	122	453	32	0	668
Future Vol, veh/h	0	122	453	32	0	668
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	3	1	6	0	1
Mvmt Flow	0	126	467	33	0	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	467	0	-	467	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	594	-	0	1105	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	594	-	-	1105	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.69	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	594	1105	-
HCM Lane V/C Ratio	-	0.212	-	-
HCM Control Delay (s/veh)	-	12.7	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	0.8	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1185	118	0	773	0	137
Future Vol, veh/h	1185	118	0	773	0	137
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1347	134	0	878	0	156

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1347
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	183
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	183
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	84.26
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	183	-	-
HCM Lane V/C Ratio	0.851	-	-
HCM Control Delay (s/veh)	84.3	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	6.1	-	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	181	491	44	0	327
Future Vol, veh/h	0	181	491	44	0	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	5	4	3	0	5
Mvmt Flow	0	206	558	50	0	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	558	0	-	558	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.25	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	0	524	-	0	1023	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	524	-	-	1023	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.26	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	524	1023	-
HCM Lane V/C Ratio	-	0.393	-	-
HCM Control Delay (s/veh)	-	16.3	0	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	1.9	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	859	195	0	1496	0	109
Future Vol, veh/h	859	195	0	1496	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	904	205	0	1575	0	115

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	904
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	338
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	21.02
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	338	-	-
HCM Lane V/C Ratio	0.339	-	-
HCM Control Delay (s/veh)	21	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	159	461	51	0	692
Future Vol, veh/h	0	159	461	51	0	692
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	164	475	53	0	713

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	475	0	-	475	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	589	-	0	1097	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	589	-	-	1097	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.44	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	589	1097	-
HCM Lane V/C Ratio	-	0.278	-	-
HCM Control Delay (s/veh)	-	13.4	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1.1	0	-

Intersection	
Int Delay, s/veh	11.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1360	125	0	883	0	142
Future Vol, veh/h	1360	125	0	883	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	3	14	4	2	3
Mvmt Flow	1545	142	0	1003	0	161

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1545
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.245
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3285
Pot Cap-1 Maneuver	-	0	0	-	0	~ 139
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	~ 139
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	188.19
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	139	-	-
HCM Lane V/C Ratio	1.159	-	-
HCM Control Delay (s/veh)	188.2	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	9.3	-	-

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

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	185	552	49	0	363
Future Vol, veh/h	0	185	552	49	0	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	3	4	2	0	5
Mvmt Flow	0	210	627	56	0	413

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	627	0	-	627	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.23	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.327	-	-	2.2	-
Pot Cap-1 Maneuver	0	482	-	0	964	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	482	-	-	964	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	18.14	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	482	964	-
HCM Lane V/C Ratio	-	0.437	-	-
HCM Control Delay (s/veh)	-	18.1	0	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	2.2	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	987	202	0	1710	0	118
Future Vol, veh/h	987	202	0	1710	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	1039	213	0	1800	0	124

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1039
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	-	0	0	-	0	283
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	283
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	27.36
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	283	-	-
HCM Lane V/C Ratio	0.439	-	-
HCM Control Delay (s/veh)	27.4	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	2.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	173	525	53	0	788
Future Vol, veh/h	0	173	525	53	0	788
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	2	1	4	0	1
Mvmt Flow	0	178	541	55	0	812

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	541	0	-	541	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.2	-
Pot Cap-1 Maneuver	0	541	-	0	1038	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	541	-	-	1038	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.89	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	541	1038	-
HCM Lane V/C Ratio	-	0.33	-	-
HCM Control Delay (s/veh)	-	14.9	0	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1.4	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	790	66	200	409	98	113	29	381	12	6	6
Future Volume (veh/h)	15	790	66	200	409	98	113	29	381	12	6	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	17	878	73	222	454	109	126	32	423	13	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	62	2839	234	562	1218	293	414	38	501	65	204	204
Arrive On Green	0.93	0.93	0.93	0.93	0.93	0.93	0.04	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	31	3065	253	537	1315	316	1668	114	1513	951	872	872
Grp Volume(v), veh/h	509	0	459	232	0	553	126	0	455	13	0	14
Grp Sat Flow(s),veh/h/ln	1759	0	1589	564	0	1605	1668	0	1628	951	0	1743
Q Serve(g_s), s	0.0	0.0	3.3	8.2	0.0	4.3	0.0	0.0	28.6	0.0	0.0	0.7
Cycle Q Clear(g_c), s	3.2	0.0	3.3	13.7	0.0	4.3	0.0	0.0	28.6	25.7	0.0	0.7
Prop In Lane	0.03		0.16	0.96		0.20	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	1663	0	1472	586	0	1486	414	0	539	65	0	407
V/C Ratio(X)	0.31	0.00	0.31	0.40	0.00	0.37	0.30	0.00	0.84	0.20	0.00	0.03
Avail Cap(c_a), veh/h	1663	0	1472	586	0	1486	416	0	539	65	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.4	0.0	0.4	1.3	0.0	0.5	33.9	0.0	34.2	55.0	0.0	32.6
Incr Delay (d2), s/veh	0.5	0.0	0.6	2.0	0.0	0.7	0.4	0.0	11.8	1.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.4	0.9	0.0	0.5	5.0	0.0	18.6	0.7	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.9	0.0	1.0	3.3	0.0	1.2	34.3	0.0	46.0	56.5	0.0	32.6
LnGrp LOS	A		A	A		A	C		D	E		C
Approach Vol, veh/h		968			785			581			27	
Approach Delay, s/veh		0.9			1.8			43.4			44.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		109.6		42.2		109.6	10.7	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		5.3		30.6		15.7	2.0	27.7				
Green Ext Time (p_c), s		4.1		0.9		5.3	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.2
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	494	129	449	862	31	169	14	353	86	43	36
Future Volume (veh/h)	10	494	129	449	862	31	169	14	353	86	43	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	11	520	136	473	907	33	178	15	372	91	45	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	46	1922	496	529	1203	44	326	16	390	115	195	165
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.09	0.25	0.25	0.03	0.21	0.21
Sat Flow, veh/h	27	2694	695	672	1685	62	1767	63	1557	1795	952	804
Grp Volume(v), veh/h	356	0	311	513	0	900	178	0	387	91	0	83
Grp Sat Flow(s),veh/h/ln	1826	0	1590	728	0	1691	1767	0	1620	1795	0	1755
Q Serve(g_s), s	0.0	0.0	9.8	86.2	0.0	45.7	12.0	0.0	32.9	2.9	0.0	5.5
Cycle Q Clear(g_c), s	9.3	0.0	9.8	96.7	0.0	45.7	12.0	0.0	32.9	2.9	0.0	5.5
Prop In Lane	0.03		0.44	0.92		0.04	1.00		0.96	1.00		0.46
Lane Grp Cap(c), veh/h	1330	0	1135	569	0	1206	326	0	406	115	0	360
V/C Ratio(X)	0.27	0.00	0.27	0.90	0.00	0.75	0.55	0.00	0.95	0.79	0.00	0.23
Avail Cap(c_a), veh/h	1330	0	1135	569	0	1206	326	0	413	117	0	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.1	0.0	7.1	24.8	0.0	12.3	46.1	0.0	51.7	65.8	0.0	46.4
Incr Delay (d2), s/veh	0.5	0.0	0.6	19.9	0.0	4.2	1.9	0.0	32.3	29.9	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	5.9	25.4	0.0	23.7	9.3	0.0	23.6	7.5	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.6	0.0	7.7	44.7	0.0	16.5	47.9	0.0	83.9	95.7	0.0	46.7
LnGrp LOS	A		A	D		B	D		F	F		D
Approach Vol, veh/h		667			1413			565			174	
Approach Delay, s/veh		7.7			26.7			72.6			72.3	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	106.9	10.7	40.9	106.9	17.0	34.5
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	11.8	4.9	34.9	98.7	14.0	7.5
Green Ext Time (p_c), s	2.6	0.0	0.1	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	34.2
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	812	75	204	441	103	138	31	388	14	6	6
Future Volume (veh/h)	16	812	75	204	441	103	138	31	388	14	6	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	18	902	83	227	490	114	153	34	431	16	7	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	64	2862	261	556	1254	292	415	39	500	65	204	204
Arrive On Green	0.94	0.94	0.94	0.94	0.94	0.94	0.05	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	32	3031	276	522	1328	310	1668	119	1509	942	872	872
Grp Volume(v), veh/h	527	0	476	240	0	591	153	0	465	16	0	14
Grp Sat Flow(s),veh/h/ln	1755	0	1585	554	0	1606	1668	0	1628	942	0	1743
Q Serve(g_s), s	0.0	0.0	2.6	7.2	0.0	3.6	0.0	0.0	29.4	0.0	0.0	0.7
Cycle Q Clear(g_c), s	2.6	0.0	2.6	12.2	0.0	3.6	0.0	0.0	29.4	25.7	0.0	0.7
Prop In Lane	0.03		0.17	0.95		0.19	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	1691	0	1496	587	0	1516	415	0	540	65	0	407
V/C Ratio(X)	0.31	0.00	0.32	0.41	0.00	0.39	0.37	0.00	0.86	0.24	0.00	0.03
Avail Cap(c_a), veh/h	1691	0	1496	587	0	1516	416	0	540	65	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.2	0.0	0.2	0.9	0.0	0.3	34.6	0.0	34.4	55.0	0.0	32.6
Incr Delay (d2), s/veh	0.5	0.0	0.6	2.1	0.0	0.8	0.5	0.0	13.4	1.9	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	0.4	0.6	0.0	0.6	6.2	0.0	19.3	0.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.7	0.0	0.8	3.0	0.0	1.0	35.2	0.0	47.8	56.9	0.0	32.6
LnGrp LOS	A		A	A		A	D		D	E		C
Approach Vol, veh/h		1003			831			618			30	
Approach Delay, s/veh		0.8			1.6			44.7			45.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		111.6		42.3		111.6	10.8	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		4.6		31.4		14.2	2.0	27.7				
Green Ext Time (p_c), s		4.3		0.8		5.8	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	519	148	457	888	32	183	17	350	90	45	37
Future Volume (veh/h)	11	519	148	457	888	32	183	17	350	90	45	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	12	546	156	481	935	34	193	18	368	95	47	39
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	47	1883	534	510	1208	44	323	19	386	117	197	164
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.09	0.25	0.25	0.04	0.21	0.21
Sat Flow, veh/h	28	2619	742	640	1681	62	1767	76	1546	1795	960	797
Grp Volume(v), veh/h	382	0	332	520	0	930	193	0	386	95	0	86
Grp Sat Flow(s),veh/h/ln	1807	0	1582	692	0	1691	1767	0	1622	1795	0	1757
Q Serve(g_s), s	0.2	0.0	10.5	89.3	0.0	48.1	12.5	0.0	32.8	3.2	0.0	5.7
Cycle Q Clear(g_c), s	50.4	0.0	10.5	100.6	0.0	48.1	12.5	0.0	32.8	3.2	0.0	5.7
Prop In Lane	0.03		0.47	0.93		0.04	1.00		0.95	1.00		0.45
Lane Grp Cap(c), veh/h	1326	0	1137	547	0	1216	323	0	405	117	0	361
V/C Ratio(X)	0.29	0.00	0.29	0.95	0.00	0.77	0.60	0.00	0.95	0.81	0.00	0.24
Avail Cap(c_a), veh/h	1326	0	1137	547	0	1216	323	0	414	117	0	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	0.0	7.0	27.3	0.0	12.3	47.0	0.0	51.7	65.7	0.0	46.5
Incr Delay (d2), s/veh	0.5	0.0	0.7	28.0	0.0	4.6	3.0	0.0	32.0	34.0	0.0	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	0.0	6.3	29.0	0.0	24.6	10.1	0.0	23.5	7.9	0.0	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	0.0	7.7	55.3	0.0	16.9	50.0	0.0	83.7	99.7	0.0	46.8
LnGrp LOS	A		A	E		B	D		F	F		D
Approach Vol, veh/h		714			1450			579			181	
Approach Delay, s/veh		7.6			30.7			72.5			74.6	
Approach LOS		A			C			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	107.7	10.8	40.8	107.7	17.0	34.6
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	52.4	5.2	34.8	102.6	14.5	7.7
Green Ext Time (p_c), s	2.8	0.0	0.2	0.0	0.0	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	36.0
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	934	81	232	501	118	145	34	441	15	7	7
Future Volume (veh/h)	18	934	81	232	501	118	145	34	441	15	7	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1752	1841	1826	1900	1752	1900	1841	1900	1900	1411
Adj Flow Rate, veh/h	20	1038	90	258	557	131	161	38	490	17	8	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	7	10	4	5	0	10	0	4	0	0	33
Cap, veh/h	63	2885	248	502	1232	290	413	39	501	65	204	204
Arrive On Green	0.95	0.95	0.95	0.95	0.95	0.95	0.05	0.33	0.33	0.23	0.23	0.23
Sat Flow, veh/h	31	3046	262	461	1301	306	1668	117	1511	889	872	872
Grp Volume(v), veh/h	602	0	546	258	0	688	161	0	528	17	0	16
Grp Sat Flow(s),veh/h/ln	1751	0	1587	461	0	1607	1668	0	1628	889	0	1743
Q Serve(g_s), s	0.0	0.0	3.0	12.9	0.0	4.3	0.0	0.0	35.3	0.0	0.0	0.8
Cycle Q Clear(g_c), s	2.9	0.0	3.0	18.5	0.0	4.3	0.0	0.0	35.3	25.7	0.0	0.8
Prop In Lane	0.03		0.16	1.00		0.19	1.00		0.93	1.00		0.50
Lane Grp Cap(c), veh/h	1692	0	1504	502	0	1522	413	0	540	65	0	407
V/C Ratio(X)	0.36	0.00	0.36	0.51	0.00	0.45	0.39	0.00	0.98	0.26	0.00	0.04
Avail Cap(c_a), veh/h	1692	0	1504	502	0	1522	414	0	540	65	0	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.2	0.0	0.2	1.3	0.0	0.3	35.0	0.0	36.4	55.0	0.0	32.6
Incr Delay (d2), s/veh	0.6	0.0	0.7	3.7	0.0	1.0	0.6	0.0	33.1	2.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.5	1.0	0.0	0.7	6.6	0.0	25.6	0.9	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.8	0.0	0.9	5.0	0.0	1.2	35.6	0.0	69.5	57.1	0.0	32.6
LnGrp LOS	A		A	A		A	D		E	E		C
Approach Vol, veh/h		1148			946			689			33	
Approach Delay, s/veh		0.9			2.3			61.6			45.2	
Approach LOS		A			A			E			D	

Timer - Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		112.0		42.3		112.0	10.8	31.5				
Change Period (Y+Rc), s		6.5		5.8		6.5	5.8	* 5.8				
Max Green Setting (Gmax), s		62.5		35.2		62.5	5.0	* 26				
Max Q Clear Time (g_c+I1), s		5.0		37.3		20.5	2.0	27.7				
Green Ext Time (p_c), s		5.3		0.0		7.8	0.1	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	593	162	524	1020	37	204	18	353	103	51	42
Future Volume (veh/h)	12	593	162	524	1020	37	204	18	353	103	51	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1900	1885	1885	1885	1870	1900	1856	1900	1885	1885	1900	1900
Adj Flow Rate, veh/h	13	624	171	552	1074	39	215	19	372	108	54	44
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	1	1	1	2	0	3	0	1	1	0	0
Cap, veh/h	49	2139	580	520	1395	52	318	20	389	116	202	164
Arrive On Green	0.81	0.81	0.81	0.81	0.81	0.81	0.09	0.25	0.25	0.04	0.21	0.21
Sat Flow, veh/h	28	2649	718	585	1728	65	1767	79	1543	1795	969	789
Grp Volume(v), veh/h	430	0	378	649	0	1016	215	0	391	108	0	98
Grp Sat Flow(s),veh/h/ln	1810	0	1586	688	0	1690	1767	0	1622	1795	0	1758
Q Serve(g_s), s	0.0	0.0	8.4	103.1	0.0	40.7	12.5	0.0	33.2	4.3	0.0	6.5
Cycle Q Clear(g_c), s	8.0	0.0	8.4	113.0	0.0	40.7	12.5	0.0	33.2	4.3	0.0	6.5
Prop In Lane	0.03		0.45	0.85		0.04	1.00		0.95	1.00		0.45
Lane Grp Cap(c), veh/h	1487	0	1280	603	0	1364	318	0	409	116	0	366
V/C Ratio(X)	0.29	0.00	0.29	1.08	0.00	0.74	0.68	0.00	0.96	0.93	0.00	0.27
Avail Cap(c_a), veh/h	1487	0	1280	603	0	1364	318	0	414	116	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	3.4	22.5	0.0	6.5	48.3	0.0	51.6	66.1	0.0	46.5
Incr Delay (d2), s/veh	0.5	0.0	0.6	58.8	0.0	3.7	5.6	0.0	32.7	61.7	0.0	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.8	0.0	4.3	43.3	0.0	18.4	2.7	0.0	23.9	9.8	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	3.9	0.0	4.0	81.3	0.0	10.3	54.0	0.0	84.2	127.9	0.0	46.9
LnGrp LOS	A		A	F		B	D		F	F		D
Approach Vol, veh/h		808			1665			606			206	
Approach Delay, s/veh		3.9			37.9			73.5			89.3	
Approach LOS		A			D			E			F	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	120.4	10.8	41.1	120.4	17.0	34.9
Change Period (Y+Rc), s	6.5	5.8	* 5.8	6.5	4.5	5.8
Max Green Setting (Gmax), s	82.5	5.0	* 36	82.5	12.5	28.2
Max Q Clear Time (g_c+I1), s	10.4	6.3	35.2	115.0	14.5	8.5
Green Ext Time (p_c), s	3.4	0.0	0.1	0.0	0.0	0.3

Intersection Summary	
HCM 7th Control Delay, s/veh	39.4
HCM 7th LOS	D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	862	516	19	0	2
Future Vol, veh/h	4	862	516	19	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	958	573	21	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	594	0	-	0	-	297
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	992	-	-	-	0	705
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	992	-	-	-	-	705
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.09	0	10.12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	705
HCM Lane V/C Ratio	0.004	-	-	-	0.003
HCM Control Delay (s/veh)	8.6	0.1	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	637	986	72	0	40
Future Vol, veh/h	21	637	986	72	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	664	1027	75	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1102	0	-	0	-	551
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	641	-	-	-	0	483
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	641	-	-	-	-	483
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.76	0	13.15
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	115	-	-	-	483
HCM Lane V/C Ratio	0.034	-	-	-	0.086
HCM Control Delay (s/veh)	10.8	0.4	-	-	13.2
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	893	571	21	0	2
Future Vol, veh/h	4	893	571	21	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	4	992	634	23	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	658	0	-	0	-	329
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	940	-	-	-	0	673
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	940	-	-	-	-	673
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.1	0	10.37
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	673
HCM Lane V/C Ratio	0.005	-	-	-	0.003
HCM Control Delay (s/veh)	8.8	0.1	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	681	1025	73	0	41
Future Vol, veh/h	21	681	1025	73	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	22	709	1068	76	0	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1144	0	-	0	-	572
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	618	-	-	-	0	468
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	618	-	-	-	-	468
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.77	0	13.46
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	108	-	-	-	468
HCM Lane V/C Ratio	0.035	-	-	-	0.091
HCM Control Delay (s/veh)	11	0.5	-	-	13.5
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1022	637	23	0	2
Future Vol, veh/h	5	1022	637	23	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	6	1136	708	26	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	733	0	-	0	-	367
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	881	-	-	-	0	636
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	881	-	-	-	-	636
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	10.68
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	18	-	-	-	636
HCM Lane V/C Ratio	0.006	-	-	-	0.003
HCM Control Delay (s/veh)	9.1	0.1	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	772	1172	84	0	47
Future Vol, veh/h	24	772	1172	84	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	25	804	1221	88	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1308	0	-	0	-	654
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	-	3.3
Pot Cap-1 Maneuver	536	-	-	-	0	414
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	536	-	-	-	-	414
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.02	0	14.86
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	109	-	-	-	414
HCM Lane V/C Ratio	0.047	-	-	-	0.118
HCM Control Delay (s/veh)	12	0.7	-	-	14.9
HCM Lane LOS	B	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	862	516	19	0	2
Future Vol, veh/h	0	862	516	19	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	958	573	21	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	287
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	716
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	716
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.04
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	716
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	10
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	637	986	72	0	40
Future Vol, veh/h	0	637	986	72	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	664	1027	75	0	42

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	514
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	511
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	511
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.67
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	511
HCM Lane V/C Ratio	-	-	0.082
HCM Control Delay (s/veh)	-	-	12.7
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	893	571	21	0	2
Future Vol, veh/h	0	893	571	21	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	992	634	23	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	317
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	684
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	684
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.28
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	684
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	10.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	681	1025	73	0	41
Future Vol, veh/h	0	681	1025	73	0	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	709	1068	76	0	43

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	534
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	496
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	496
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.94
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	496
HCM Lane V/C Ratio	-	-	0.086
HCM Control Delay (s/veh)	-	-	12.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1022	637	23	0	2
Future Vol, veh/h	0	1022	637	23	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	7	6	0	0	0
Mvmt Flow	0	1136	708	26	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	648
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	648
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	10.57
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	648
HCM Lane V/C Ratio	-	-	0.003
HCM Control Delay (s/veh)	-	-	10.6
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	772	1172	84	0	47
Future Vol, veh/h	0	772	1172	84	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	Yield
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	0	804	1221	88	0	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	610
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	0	0	442
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	442
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	14.15
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	442
HCM Lane V/C Ratio	-	-	0.111
HCM Control Delay (s/veh)	-	-	14.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.4