CITY OF LEBANON

TRAFFIC IMPACT FEE

APPENDIX C

INTERSECTION CAPACITY ANALYSIS

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Creating Order Since 1966

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APPENDIX A – INTERSECTION TRAFFIC COUNTS

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36	North Street & Meridian Street	163

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47	Main Street & Lafayette Avenue	213
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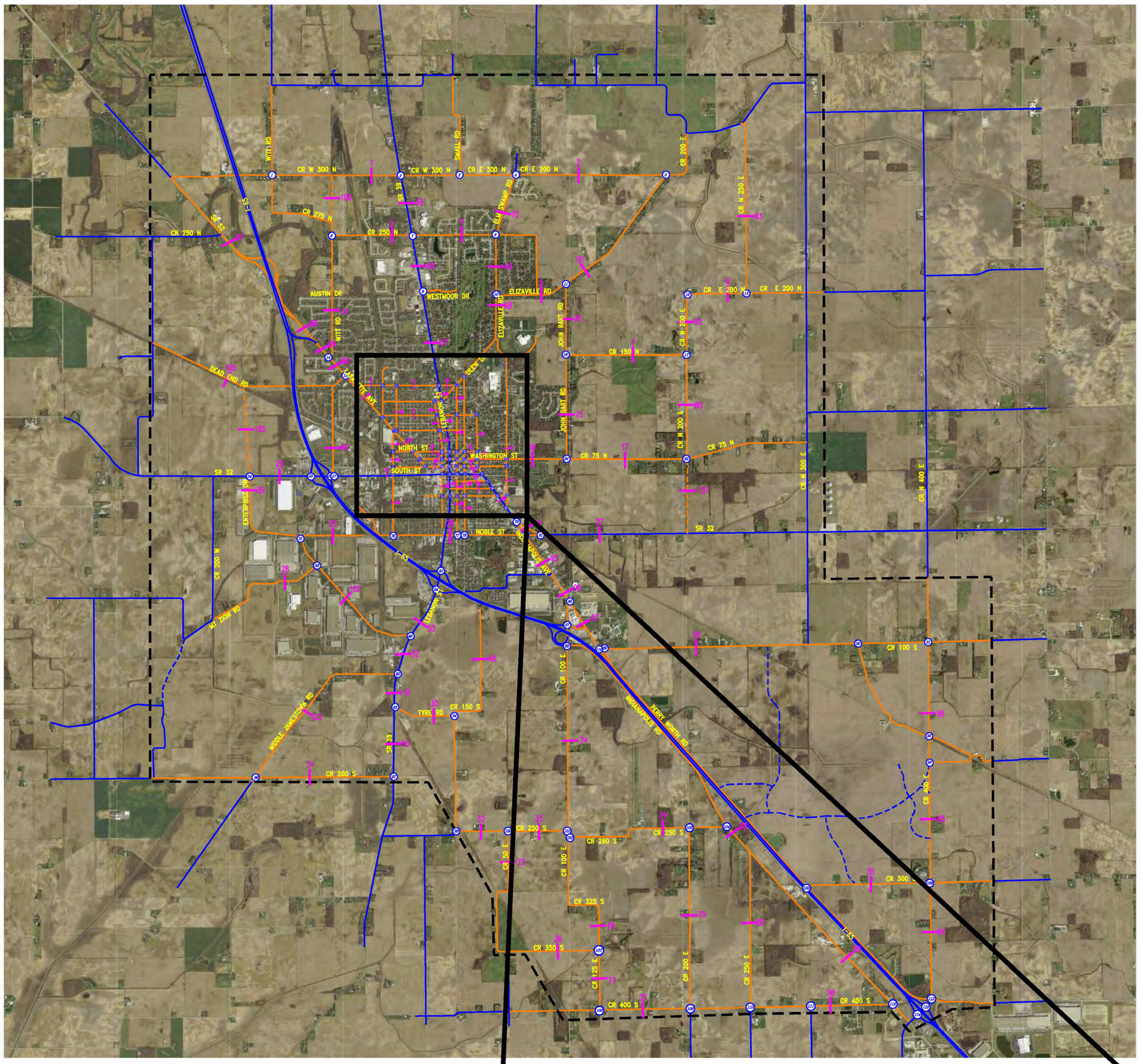

LEGEND

- ROADWAY SEGMENT COUNTS
- XX — STUDY INTERSECTIONS/TRAFFIC COUNTS
- ZONE IMPROVEMENT PLAN AREA
- ROADWAY NOT INCLUDED IN ANALYSIS
- ROADWAY INCLUDED IN ANALYSIS

FIGURE 1

ZONE IMPROVEMENT PLAN AREA STUDY ROADWAY NETWORK

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Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	86	11	3	64	3	21	2	3	3	6	9
Future Vol, veh/h	4	86	11	3	64	3	21	2	3	3	6	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	5	9	0	2	0	5	0	0	0	0	0
Mvmt Flow	4	93	12	3	70	3	23	2	3	3	7	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.5	7.7	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	81%	4%	4%	17%
Vol Thru, %	8%	85%	91%	33%
Vol Right, %	12%	11%	4%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	101	70	18
LT Vol	21	4	3	3
Through Vol	2	86	64	6
RT Vol	3	11	3	9
Lane Flow Rate	28	110	76	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.121	0.086	0.022
Departure Headway (Hd)	4.414	3.982	4.048	3.976
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	896	880	886
Service Time	2.497	2.027	2.098	2.063
HCM Lane V/C Ratio	0.035	0.123	0.086	0.023
HCM Control Delay	7.7	7.6	7.5	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	109	28	3	107	6	17	13	5	4	11	4
Future Vol, veh/h	13	109	28	3	107	6	17	13	5	4	11	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	25	0	0
Mvmt Flow	14	118	30	3	116	7	18	14	5	4	12	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.9	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	9%	3%	21%
Vol Thru, %	37%	73%	92%	58%
Vol Right, %	14%	19%	5%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	150	116	19
LT Vol	17	13	3	4
Through Vol	13	109	107	11
RT Vol	5	28	6	4
Lane Flow Rate	38	163	126	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.181	0.144	0.028
Departure Headway (Hd)	4.557	4.002	4.1	4.909
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	885	864	734
Service Time	2.558	2.078	2.179	2.91
HCM Lane V/C Ratio	0.048	0.184	0.146	0.029
HCM Control Delay	7.8	8	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.7	0.5	0.1

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	121	11	3	71	3	42	5	3	9	6	9
Future Vol, veh/h	4	121	11	3	71	3	42	5	3	9	6	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	5	9	0	2	0	5	0	0	0	0	0
Mvmt Flow	4	132	12	3	77	3	46	5	3	10	7	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.7	8	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	3%	4%	38%
Vol Thru, %	10%	89%	92%	25%
Vol Right, %	6%	8%	4%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	136	77	24
LT Vol	42	4	3	9
Through Vol	5	121	71	6
RT Vol	3	11	3	9
Lane Flow Rate	54	148	84	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.167	0.096	0.031
Departure Headway (Hd)	4.651	4.06	4.136	4.319
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	774	872	853	833
Service Time	2.652	2.138	2.228	2.321
HCM Lane V/C Ratio	0.07	0.17	0.098	0.031
HCM Control Delay	8	8	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.3	0.1

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	160	29	3	143	14	31	17	5	11	11	4
Future Vol, veh/h	13	160	29	3	143	14	31	17	5	11	11	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	9	0	0
Mvmt Flow	14	174	32	3	155	15	34	18	5	12	12	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.4	8.3	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	6%	2%	42%
Vol Thru, %	32%	79%	89%	42%
Vol Right, %	9%	14%	9%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	202	160	26
LT Vol	31	13	3	11
Through Vol	17	160	143	11
RT Vol	5	29	14	4
Lane Flow Rate	58	220	174	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.257	0.207	0.039
Departure Headway (Hd)	4.852	4.22	4.288	4.977
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	739	852	838	720
Service Time	2.876	2.237	2.306	3.004
HCM Lane V/C Ratio	0.078	0.258	0.208	0.039
HCM Control Delay	8.3	8.7	8.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	0.8	0.1

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	6	68	17	12	3	39	81	4	8	164	5
Future Vol, veh/h	3	6	68	17	12	3	39	81	4	8	164	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	8	10	0	0	4	0
Mvmt Flow	3	7	74	18	13	3	42	88	4	9	178	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	381	375	181	413	375	90	183	0	0	92	0	0
Stage 1	199	199	-	174	174	-	-	-	-	-	-	-
Stage 2	182	176	-	239	201	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.18	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.272	-	-	2.2	-	-
Pot Cap-1 Maneuver	581	559	862	553	559	973	1357	-	-	1515	-	-
Stage 1	807	740	-	833	759	-	-	-	-	-	-	-
Stage 2	824	757	-	769	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	551	537	862	486	537	973	1357	-	-	1515	-	-
Mov Cap-2 Maneuver	551	537	-	486	537	-	-	-	-	-	-	-
Stage 1	780	735	-	806	734	-	-	-	-	-	-	-
Stage 2	780	732	-	692	734	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	12.3	2.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	806	530	1515	-	-
HCM Lane V/C Ratio	0.031	-	-	0.104	0.066	0.006	-	-
HCM Control Delay (s)	7.7	0	-	10	12.3	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.2	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	11	66	15	8	5	137	211	8	4	136	8
Future Vol, veh/h	1	11	66	15	8	5	137	211	8	4	136	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	25	0	1	3	0	0	2	0
Mvmt Flow	1	12	72	16	9	5	149	229	9	4	148	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	700	697	153	735	697	234	157	0	0	238	0	0
Stage 1	161	161	-	532	532	-	-	-	-	-	-	-
Stage 2	539	536	-	203	165	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.26	7.1	6.75	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.75	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.354	3.5	4.225	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	357	367	883	338	338	810	1429	-	-	1341	-	-
Stage 1	846	769	-	535	490	-	-	-	-	-	-	-
Stage 2	530	527	-	804	720	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	314	322	883	273	296	810	1429	-	-	1341	-	-
Mov Cap-2 Maneuver	314	322	-	273	296	-	-	-	-	-	-	-
Stage 1	744	767	-	471	431	-	-	-	-	-	-	-
Stage 2	454	464	-	725	718	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	17.5	3	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1429	-	-	696	318	1341	-	-
HCM Lane V/C Ratio	0.104	-	-	0.122	0.096	0.003	-	-
HCM Control Delay (s)	7.8	0	-	10.9	17.5	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.4	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	7	106	92	57	6	44	101	38	10	210	18
Future Vol, veh/h	5	7	106	92	57	6	44	101	38	10	210	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	7	8	0	0	4	0
Mvmt Flow	5	8	115	100	62	7	48	110	41	11	228	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	521	507	238	549	497	131	248	0	0	151	0	0
Stage 1	260	260	-	227	227	-	-	-	-	-	-	-
Stage 2	261	247	-	322	270	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	469	471	801	450	477	924	1289	-	-	1442	-	-
Stage 1	749	697	-	780	720	-	-	-	-	-	-	-
Stage 2	748	706	-	694	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	401	447	801	366	453	924	1289	-	-	1442	-	-
Mov Cap-2 Maneuver	401	447	-	366	453	-	-	-	-	-	-	-
Stage 1	718	691	-	748	690	-	-	-	-	-	-	-
Stage 2	648	677	-	582	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.9	20.1	1.9	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1289	-	-	735	404	1442	-	-
HCM Lane V/C Ratio	0.037	-	-	0.175	0.417	0.008	-	-
HCM Control Delay (s)	7.9	0	-	10.9	20.1	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	2	0	-	-

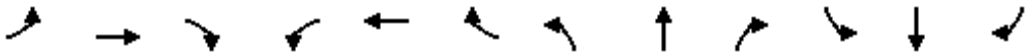
Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	18	96	49	56	9	196	288	177	9	165	25
Future Vol, veh/h	4	18	96	49	56	9	196	288	177	9	165	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	4	0	1	2	0	0	2	0
Mvmt Flow	4	20	104	53	61	10	213	313	192	10	179	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1084	1144	193	1110	1061	409	206	0	0	505	0	0
Stage 1	213	213	-	835	835	-	-	-	-	-	-	-
Stage 2	871	931	-	275	226	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.24	7.1	6.54	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.336	3.5	4.036	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	196	202	843	188	222	647	1371	-	-	1070	-	-
Stage 1	794	730	-	365	380	-	-	-	-	-	-	-
Stage 2	349	348	-	736	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	116	155	843	123	170	647	1371	-	-	1070	-	-
Mov Cap-2 Maneuver	116	155	-	123	170	-	-	-	-	-	-	-
Stage 1	617	722	-	284	295	-	-	-	-	-	-	-
Stage 2	212	270	-	621	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	86.4	2.4	0.4
HCM LOS	C	F		

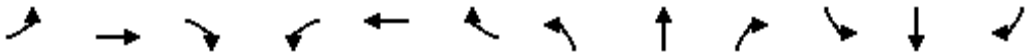
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1371	-	-	446	154	1070	-	-
HCM Lane V/C Ratio	0.155	-	-	0.288	0.805	0.009	-	-
HCM Control Delay (s)	8.1	0	-	16.3	86.4	8.4	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	1.2	5.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	7	106	92	57	6	44	101	38	10	210	18
Future Volume (veh/h)	5	7	106	92	57	6	44	101	38	10	210	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1796	1781	1900	1900	1841	1900
Adj Flow Rate, veh/h	5	8	115	100	62	7	48	110	41	11	228	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	0	2	0	0	0	7	8	0	0	4	0
Cap, veh/h	170	36	379	437	203	17	526	377	141	612	509	45
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	27	138	1461	722	785	65	1087	1237	461	1256	1668	146
Grp Volume(v), veh/h	128	0	0	169	0	0	48	0	151	11	0	248
Grp Sat Flow(s),veh/h/ln	1626	0	0	1572	0	0	1087	0	1698	1256	0	1814
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.9	0.0	1.6	0.2	0.0	2.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.8	0.0	0.0	3.4	0.0	1.6	1.7	0.0	2.5
Prop In Lane	0.04		0.90	0.59		0.04	1.00		0.27	1.00		0.08
Lane Grp Cap(c), veh/h	584	0	0	657	0	0	526	0	518	612	0	554
V/C Ratio(X)	0.22	0.00	0.00	0.26	0.00	0.00	0.09	0.00	0.29	0.02	0.00	0.45
Avail Cap(c_a), veh/h	1784	0	0	1753	0	0	1473	0	1999	1706	0	2135
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.8	0.0	0.0	6.9	0.0	0.0	7.8	0.0	6.1	6.7	0.0	6.4
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	0.0	0.0	7.1	0.0	0.0	7.9	0.0	6.4	6.7	0.0	7.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			169			199			259	
Approach Delay, s/veh		7.0			7.1			6.7			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.0		10.9		12.0		10.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		27.0		23.0		27.0		23.0				
Max Q Clear Time (g_c+I1), s		5.4		3.4		4.5		3.8				
Green Ext Time (p_c), s		0.8		0.6		1.2		0.8				

Intersection Summary												
HCM 6th Ctrl Delay			7.0									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	18	96	49	56	9	196	288	177	9	165	25
Future Volume (veh/h)	4	18	96	49	56	9	196	288	177	9	165	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1841	1900	1885	1870	1900	1900	1870	1900
Adj Flow Rate, veh/h	4	20	104	53	61	10	213	313	192	10	179	27
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	0	4	0	4	0	1	2	0	0	2	0
Cap, veh/h	136	61	286	282	214	28	683	470	288	439	688	104
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	22	288	1341	470	1005	129	1185	1085	666	908	1588	239
Grp Volume(v), veh/h	128	0	0	124	0	0	213	0	505	10	0	206
Grp Sat Flow(s),veh/h/ln	1650	0	0	1604	0	0	1185	0	1751	908	0	1827
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	6.5	0.3	0.0	2.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	1.6	0.0	0.0	6.0	0.0	6.5	6.8	0.0	2.0
Prop In Lane	0.03		0.81	0.43		0.08	1.00		0.38	1.00		0.13
Lane Grp Cap(c), veh/h	483	0	0	524	0	0	683	0	759	439	0	792
V/C Ratio(X)	0.27	0.00	0.00	0.24	0.00	0.00	0.31	0.00	0.67	0.02	0.00	0.26
Avail Cap(c_a), veh/h	1002	0	0	1002	0	0	1635	0	2165	1169	0	2260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	0.0	9.4	0.0	0.0	7.0	0.0	6.4	9.1	0.0	5.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.3	0.0	1.0	0.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.5	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	0.0	9.6	0.0	0.0	7.3	0.0	7.4	9.1	0.0	5.3
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		128			124			718			216	
Approach Delay, s/veh		9.8			9.6			7.4			5.5	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.3		11.0		17.3		11.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		35.0		15.0		35.0		15.0				
Max Q Clear Time (g_c+I1), s		8.5		3.9		8.8		3.6				
Green Ext Time (p_c), s		3.8		0.4		1.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			7.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	14	27	0	1	3
Future Vol, veh/h	1	14	27	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	29	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	29	0	-	0	46	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1597	-	-	-	969	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1597	-	-	-	968	1052
Mov Cap-2 Maneuver	-	-	-	-	968	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	1011	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1030
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.3	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	40	22	0	1	3
Future Vol, veh/h	1	40	22	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	43	24	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	69	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1604	-	-	-	941	1058
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	983	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	940	1058
Mov Cap-2 Maneuver	-	-	-	-	940	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	983	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1026
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.2	0	-	-	8.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	51	150	0	1	3
Future Vol, veh/h	1	51	150	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	55	163	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	163	0	-	0	220	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1428	-	-	-	773	887
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1428	-	-	-	772	887
Mov Cap-2 Maneuver	-	-	-	-	772	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	971	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1428	-	-	-	855
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.5	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	221	108	0	1	3
Future Vol, veh/h	1	221	108	0	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	240	117	0	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	117	0	-	0	359	117
Stage 1	-	-	-	-	117	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1484	-	-	-	644	941
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	803	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1484	-	-	-	643	941
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	803	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1484	-	-	-	843
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	7	5	6	9	1	9	9	1	0	44	4
Future Vol, veh/h	1	7	5	6	9	1	9	9	1	0	44	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	100	0	0	0	0	0	0
Mvmt Flow	1	8	5	7	10	1	10	10	1	0	48	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	86	81	50	88	83	11	52	0	0	11	0	0
Stage 1	50	50	-	31	31	-	-	-	-	-	-	-
Stage 2	36	31	-	57	52	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	905	813	1024	902	811	844	1567	-	-	1621	-	-
Stage 1	968	857	-	991	873	-	-	-	-	-	-	-
Stage 2	985	873	-	960	856	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	891	808	1024	887	806	844	1567	-	-	1621	-	-
Mov Cap-2 Maneuver	891	808	-	887	806	-	-	-	-	-	-	-
Stage 1	962	857	-	985	868	-	-	-	-	-	-	-
Stage 2	967	868	-	946	856	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.4	3.5	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1567	-	-	886	837	1621	-	-
HCM Lane V/C Ratio	0.006	-	-	0.016	0.021	-	-	-
HCM Control Delay (s)	7.3	0	-	9.1	9.4	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	10	7	12	0	20	52	14	0	14	4
Future Vol, veh/h	2	6	10	7	12	0	20	52	14	0	14	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	15	0	0	0	7	0
Mvmt Flow	2	7	11	8	13	0	22	57	15	0	15	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	132	133	17	135	128	65	19	0	0	72	0	0
Stage 1	17	17	-	109	109	-	-	-	-	-	-	-
Stage 2	115	116	-	26	19	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.25	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.335	-	-	2.2	-	-
Pot Cap-1 Maneuver	845	761	1068	841	766	1005	1517	-	-	1541	-	-
Stage 1	1008	885	-	901	809	-	-	-	-	-	-	-
Stage 2	895	803	-	997	884	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	825	750	1068	817	755	1005	1517	-	-	1541	-	-
Mov Cap-2 Maneuver	825	750	-	817	755	-	-	-	-	-	-	-
Stage 1	993	885	-	887	797	-	-	-	-	-	-	-
Stage 2	867	791	-	980	884	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9.8	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1517	-	-	910	777	1541	-	-
HCM Lane V/C Ratio	0.014	-	-	0.022	0.027	-	-	-
HCM Control Delay (s)	7.4	0	-	9	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	10	5	7	14	1	9	11	1	0	50	15
Future Vol, veh/h	2	10	5	7	14	1	9	11	1	0	50	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	100	0	0	0	0	0	0
Mvmt Flow	2	11	5	8	15	1	10	12	1	0	54	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	103	95	62	103	103	13	70	0	0	13	0	0
Stage 1	62	62	-	33	33	-	-	-	-	-	-	-
Stage 2	41	33	-	70	70	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	7.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	4.2	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	882	799	1009	882	791	841	1544	-	-	1619	-	-
Stage 1	954	847	-	988	872	-	-	-	-	-	-	-
Stage 2	979	872	-	945	841	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	863	793	1009	863	785	841	1544	-	-	1619	-	-
Mov Cap-2 Maneuver	863	793	-	863	785	-	-	-	-	-	-	-
Stage 1	947	847	-	981	866	-	-	-	-	-	-	-
Stage 2	954	866	-	928	841	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.6	3.1	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	855	811	1619	-	-
HCM Lane V/C Ratio	0.006	-	-	0.022	0.029	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	9.6	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	15	10	7	16	1	20	59	14	0	16	8
Future Vol, veh/h	15	15	10	7	16	1	20	59	14	0	16	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	15	0	0	0	6	0
Mvmt Flow	16	16	11	8	17	1	22	64	15	0	17	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	147	145	22	151	142	72	26	0	0	79	0	0
Stage 1	22	22	-	116	116	-	-	-	-	-	-	-
Stage 2	125	123	-	35	26	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.25	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.335	-	-	2.2	-	-
Pot Cap-1 Maneuver	826	750	1061	821	753	996	1508	-	-	1532	-	-
Stage 1	1002	881	-	894	803	-	-	-	-	-	-	-
Stage 2	884	798	-	986	878	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	801	739	1061	790	742	996	1508	-	-	1532	-	-
Mov Cap-2 Maneuver	801	739	-	790	742	-	-	-	-	-	-	-
Stage 1	987	881	-	881	791	-	-	-	-	-	-	-
Stage 2	851	786	-	958	878	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	9.9	1.6	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1508	-	-	826	764	1532	-	-
HCM Lane V/C Ratio	0.014	-	-	0.053	0.034	-	-	-
HCM Control Delay (s)	7.4	0	-	9.6	9.9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	9	0	19	10	1	11
Future Vol, veh/h	9	0	19	10	1	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	9
Mvmt Flow	10	0	21	11	1	12

Major/Minor	Minor2		Major2	
Conflicting Flow All	53	11	0	0
Stage 1	53	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	842	1076	-	-
Stage 1	855	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1076	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	-
HCM Lane LOS	-	-	-
HCM 95th %tile Q(veh)	-	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	29	9	17	8	3	24
Future Vol, veh/h	29	9	17	8	3	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, %	0	0	0	0	0	0
Mvmt Flow	32	10	18	9	3	26

Major/Minor	Minor2		Major2	
Conflicting Flow All	45	9	0	0
Stage 1	45	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	851	1079	-	-
Stage 1	861	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1079	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

Approach	EB	WB
HCM Control Delay, s	8.5	
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1079	-	-
HCM Lane V/C Ratio	0.038	-	-
HCM Control Delay (s)	8.5	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	10	46	27	12	12	13
Future Vol, veh/h	10	46	27	12	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	6
Mvmt Flow	11	50	29	13	13	14

Major/Minor	Minor2		Major2	
Conflicting Flow All	71	13	0	0
Stage 1	71	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	823	1073	-	-
Stage 1	840	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1073	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1073	-	-
HCM Lane V/C Ratio	0.057	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	31	41	25	9	55	43
Future Vol, veh/h	31	41	25	9	55	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	34	45	27	10	60	47

Major/Minor	Minor2		Major2	
Conflicting Flow All	64	10	0	0
Stage 1	64	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.5	6.2	4.1	-
Critical Hdwy Stg 1	5.5	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	4	3.3	2.2	-
Pot Cap-1 Maneuver	831	1077	-	-
Stage 1	846	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	0	1077	-	-
Mov Cap-2 Maneuver	0	-	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	WBL	WBT
Capacity (veh/h)	1077	-	-
HCM Lane V/C Ratio	0.073	-	-
HCM Control Delay (s)	8.6	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	66	8	10	95	8	14
Future Vol, veh/h	66	8	10	95	8	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	10	3	13	0
Mvmt Flow	72	9	11	103	9	15

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	96	63	0	0	114	0
Stage 1	63	-	-	-	-	-
Stage 2	33	-	-	-	-	-
Critical Hdwy	6.45	6.2	-	-	4.23	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.3	-	-	2.317	-
Pot Cap-1 Maneuver	896	1007	-	-	1409	-
Stage 1	952	-	-	-	-	-
Stage 2	982	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	891	1007	-	-	1409	-
Mov Cap-2 Maneuver	891	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	902	1409	-
HCM Lane V/C Ratio	-	-	0.089	0.006	-
HCM Control Delay (s)	-	-	9.4	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	120	13	30	139	13	27
Future Vol, veh/h	120	13	30	139	13	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, %	1	0	3	1	0	0
Mvmt Flow	130	14	33	151	14	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	166	109	0	0	184	0
Stage 1	109	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	827	950	-	-	1403	-
Stage 1	918	-	-	-	-	-
Stage 2	968	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	819	950	-	-	1403	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	958	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	2.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	830	1403	-
HCM Lane V/C Ratio	-	-	0.174	0.01	-
HCM Control Delay (s)	-	-	10.3	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	10.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	126	9	149	109	240	240
Future Vol, veh/h	126	9	149	109	240	240
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	1	3	0	0
Mvmt Flow	137	10	162	118	261	261

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1004	221	0	0	280	0
Stage 1	221	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.43	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	267	824	-	-	1294	-
Stage 1	813	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	204	824	-	-	1294	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	813	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	51.5	0	4.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1294	-
HCM Lane V/C Ratio	-	-	0.683	0.202	-
HCM Control Delay (s)	-	-	51.5	8.5	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	4.3	0.8	-

Intersection	
Int Delay, s/veh	63.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	182	76	510	177	166	232
Future Vol, veh/h	182	76	510	177	166	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	198	83	554	192	180	252

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1262	650	0	0	746	0
Stage 1	650	-	-	-	-	-
Stage 2	612	-	-	-	-	-
Critical Hdwy	6.41	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	~ 188	473	-	-	871	-
Stage 1	521	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 143	473	-	-	871	-
Mov Cap-2 Maneuver	~ 143	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 323.1	0	4.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	180	871	-
HCM Lane V/C Ratio	-	-	1.558	0.207	-
HCM Control Delay (s)	-	-	$ 323.1	10.2	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	18.3	0.8	-

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

Intersection	
Intersection Delay, s/veh	6.6
Intersection LOS	A

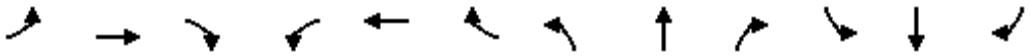
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	147	280	522
Demand Flow Rate, veh/h	151	286	522
Vehicles Circulating, veh/h	164	261	141
Vehicles Exiting, veh/h	383	402	174
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	6.1	7.5
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	151	286	522
Cap Entry Lane, veh/h	1167	1057	1195
Entry HV Adj Factor	0.974	0.980	1.000
Flow Entry, veh/h	147	280	522
Cap Entry, veh/h	1136	1037	1195
V/C Ratio	0.129	0.270	0.437
Control Delay, s/veh	4.3	6.1	7.5
LOS	A	A	A
95th %tile Queue, veh	0	1	2

Intersection	
Intersection Delay, s/veh	10.0
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	281	746	432
Demand Flow Rate, veh/h	283	748	432
Vehicles Circulating, veh/h	554	180	200
Vehicles Exiting, veh/h	374	452	637
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.0	12.1	7.1
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	283	748	432
Cap Entry Lane, veh/h	784	1148	1125
Entry HV Adj Factor	0.993	0.997	1.000
Flow Entry, veh/h	281	746	432
Cap Entry, veh/h	779	1145	1125
V/C Ratio	0.361	0.651	0.384
Control Delay, s/veh	9.0	12.1	7.1
LOS	A	B	A
95th %tile Queue, veh	2	5	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	31	50	60	24	29	20	160	110	19	191	13
Future Volume (veh/h)	22	31	50	60	24	29	20	160	110	19	191	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1900	1841	1841	1900	1870	1885	1900	1826	1826
Adj Flow Rate, veh/h	24	34	54	65	26	32	22	174	120	21	208	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	0	4	4	0	2	1	0	5	5
Cap, veh/h	108	71	91	487	207	254	609	803	686	606	724	49
Arrive On Green	0.12	0.12	0.12	0.08	0.28	0.28	0.04	0.43	0.43	0.04	0.43	0.43
Sat Flow, veh/h	221	593	759	1810	751	924	1810	1870	1598	1810	1692	114
Grp Volume(v), veh/h	112	0	0	65	0	58	22	174	120	21	0	222
Grp Sat Flow(s),veh/h/ln	1573	0	0	1810	0	1674	1810	1870	1598	1810	0	1805
Q Serve(g_s), s	1.4	0.0	0.0	1.5	0.0	1.4	0.4	3.1	2.5	0.3	0.0	4.3
Cycle Q Clear(g_c), s	3.5	0.0	0.0	1.5	0.0	1.4	0.4	3.1	2.5	0.3	0.0	4.3
Prop In Lane	0.21		0.48	1.00		0.55	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	270	0	0	487	0	461	609	803	686	606	0	772
V/C Ratio(X)	0.41	0.00	0.00	0.13	0.00	0.13	0.04	0.22	0.17	0.03	0.00	0.29
Avail Cap(c_a), veh/h	457	0	0	644	0	810	779	803	686	778	0	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	16.2	0.0	14.6	8.0	9.7	9.5	7.9	0.0	10.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	0.1	0.0	0.6	0.6	0.0	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(50%),veh/ln	1.3	0.0	0.0	0.6	0.0	0.5	0.1	1.1	0.8	0.1	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	0.0	0.0	16.3	0.0	14.7	8.0	10.3	10.0	8.0	0.0	11.0
LnGrp LOS	C	A	A	B	A	B	A	B	B	A	A	B
Approach Vol, veh/h		112			123			316			243	
Approach Delay, s/veh		23.4			15.6			10.0			10.7	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	5.9	28.1	8.3	11.4	6.0	28.0		19.8				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	23.0	9.0	13.0	7.0	23.0		26.0				
Max Q Clear Time (g_c+I1), s	2.3	5.1	3.5	5.5	2.4	6.3		3.4				
Green Ext Time (p_c), s	0.0	1.1	0.0	0.3	0.0	1.0		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	32	120	174	39	22	107	290	124	22	245	30
Future Volume (veh/h)	27	32	120	174	39	22	107	290	124	22	245	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1870	1900	1900	1885	1870	1900	1767	1870	1870
Adj Flow Rate, veh/h	29	35	130	189	42	24	116	315	135	24	266	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	2	0	0	1	2	0	9	2	2
Cap, veh/h	88	57	162	475	367	210	542	783	674	444	589	73
Arrive On Green	0.15	0.15	0.15	0.11	0.32	0.32	0.10	0.42	0.42	0.04	0.36	0.36
Sat Flow, veh/h	155	386	1099	1781	1135	648	1795	1870	1610	1682	1632	202
Grp Volume(v), veh/h	194	0	0	189	0	66	116	315	135	24	0	299
Grp Sat Flow(s),veh/h/ln	1640	0	0	1781	0	1783	1795	1870	1610	1682	0	1834
Q Serve(g_s), s	3.9	0.0	0.0	5.4	0.0	1.7	2.3	7.5	3.4	0.6	0.0	7.9
Cycle Q Clear(g_c), s	7.2	0.0	0.0	5.4	0.0	1.7	2.3	7.5	3.4	0.6	0.0	7.9
Prop In Lane	0.15		0.67	1.00		0.36	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	307	0	0	475	0	577	542	783	674	444	0	662
V/C Ratio(X)	0.63	0.00	0.00	0.40	0.00	0.11	0.21	0.40	0.20	0.05	0.00	0.45
Avail Cap(c_a), veh/h	373	0	0	553	0	728	568	783	674	565	0	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	17.9	0.0	15.1	9.9	13.0	11.8	11.8	0.0	15.6
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.5	0.0	0.1	0.2	1.5	0.7	0.1	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	2.1	0.0	0.6	0.7	2.9	1.2	0.2	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	0.0	18.4	0.0	15.2	10.1	14.5	12.4	11.8	0.0	17.8
LnGrp LOS	C	A	A	B	A	B	B	B	B	B	A	B
Approach Vol, veh/h		194			255			566			323	
Approach Delay, s/veh		28.7			17.6			13.1			17.3	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	31.7	11.2	14.4	10.1	28.0		25.6				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	23.0	10.0	12.0	7.0	23.0		26.0				
Max Q Clear Time (g_c+I1), s	2.6	9.5	7.4	9.2	4.3	9.9		3.7				
Green Ext Time (p_c), s	0.0	1.7	0.1	0.3	0.1	1.2		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		17.2	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	39	368	146	84	31	38	210	154	20	349	14
Future Volume (veh/h)	29	39	368	146	84	31	38	210	154	20	349	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1900	1885	1796	1900	1870	1885	1900	1826	1781
Adj Flow Rate, veh/h	32	42	400	159	91	34	41	228	167	22	379	15
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	0	0	1	7	0	2	1	0	5	8
Cap, veh/h	63	55	401	324	568	212	351	697	595	429	620	25
Arrive On Green	0.31	0.31	0.31	0.08	0.43	0.43	0.05	0.37	0.37	0.03	0.36	0.36
Sat Flow, veh/h	61	179	1295	1810	1308	489	1810	1870	1598	1810	1744	69
Grp Volume(v), veh/h	474	0	0	159	0	125	41	228	167	22	0	394
Grp Sat Flow(s),veh/h/ln	1534	0	0	1810	0	1797	1810	1870	1598	1810	0	1813
Q Serve(g_s), s	16.0	0.0	0.0	5.0	0.0	3.7	1.2	7.6	6.4	0.7	0.0	15.6
Cycle Q Clear(g_c), s	26.9	0.0	0.0	5.0	0.0	3.7	1.2	7.6	6.4	0.7	0.0	15.6
Prop In Lane	0.07		0.84	1.00		0.27	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	519	0	0	324	0	780	351	697	595	429	0	644
V/C Ratio(X)	0.91	0.00	0.00	0.49	0.00	0.16	0.12	0.33	0.28	0.05	0.00	0.61
Avail Cap(c_a), veh/h	519	0	0	327	0	783	405	697	595	515	0	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	0.0	16.6	0.0	15.0	17.2	19.6	19.2	16.7	0.0	23.2
Incr Delay (d2), s/veh	20.7	0.0	0.0	1.1	0.0	0.1	0.1	1.3	1.2	0.0	0.0	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	0.0	0.0	2.1	0.0	1.5	0.5	3.3	2.5	0.3	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	0.0	0.0	17.8	0.0	15.1	17.4	20.8	20.4	16.8	0.0	27.5
LnGrp LOS	D	A	A	B	A	B	B	C	C	B	A	C
Approach Vol, veh/h		474			284			436			416	
Approach Delay, s/veh		50.7			16.6			20.3			26.9	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	37.5	10.9	32.0	8.4	36.0		42.9				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	31.0	7.0	27.0	7.0	31.0		38.0				
Max Q Clear Time (g_c+I1), s	2.7	9.6	7.0	28.9	3.2	17.6		5.7				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	1.8		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			30.3									
HCM 6th LOS			C									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	54	333	292	101	24	260	575	314	24	334	32
Future Volume (veh/h)	44	54	333	292	101	24	260	575	314	24	334	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1885	1900	1781	1900	1885	1900	1781	1870	1900
Adj Flow Rate, veh/h	48	59	362	317	110	26	283	625	341	26	363	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	0	0	1	0	8	0	1	0	8	2	0
Cap, veh/h	69	53	263	396	561	133	459	810	692	224	597	58
Arrive On Green	0.21	0.21	0.21	0.12	0.38	0.38	0.11	0.43	0.43	0.04	0.36	0.36
Sat Flow, veh/h	118	251	1248	1795	1486	351	1810	1885	1610	1697	1679	162
Grp Volume(v), veh/h	469	0	0	317	0	136	283	625	341	26	0	398
Grp Sat Flow(s),veh/h/ln	1617	0	0	1795	0	1837	1810	1885	1610	1697	0	1841
Q Serve(g_s), s	13.8	0.0	0.0	11.0	0.0	4.5	8.5	25.5	13.8	0.9	0.0	16.0
Cycle Q Clear(g_c), s	19.0	0.0	0.0	11.0	0.0	4.5	8.5	25.5	13.8	0.9	0.0	16.0
Prop In Lane	0.10		0.77	1.00		0.19	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	385	0	0	396	0	694	459	810	692	224	0	655
V/C Ratio(X)	1.22	0.00	0.00	0.80	0.00	0.20	0.62	0.77	0.49	0.12	0.00	0.61
Avail Cap(c_a), veh/h	385	0	0	396	0	694	459	810	692	293	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	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	0.0	23.5	0.0	18.8	16.4	21.9	18.6	18.9	0.0	23.8
Incr Delay (d2), s/veh	119.0	0.0	0.0	11.2	0.0	0.1	2.5	7.0	2.5	0.2	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.3	0.0	0.0	6.3	0.0	1.9	3.4	11.6	5.4	0.3	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.5	0.0	0.0	34.7	0.0	19.0	18.9	29.0	21.1	19.1	0.0	28.0
LnGrp LOS	F	A	A	C	A	B	B	C	C	B	A	C
Approach Vol, veh/h		469			453			1249			424	
Approach Delay, s/veh		155.5			29.9			24.5			27.5	
Approach LOS		F			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	43.7	15.0	24.0	14.0	37.0		39.0				
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	35.0	11.0	19.0	10.0	32.0		34.0				
Max Q Clear Time (g_c+I1), s	2.9	27.5	13.0	21.0	10.5	18.0		6.5				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.0	0.0	1.8		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		49.6	
HCM 6th LOS		D	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	39	368	146	84	31	38	210	154	20	349	14
Future Volume (veh/h)	29	39	368	146	84	31	38	210	154	20	349	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1796	1900	1900	1885	1796	1900	1870	1885	1900	1826	1781
Adj Flow Rate, veh/h	32	42	400	159	91	34	41	228	167	22	379	15
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	0	0	1	7	0	2	1	0	5	8
Cap, veh/h	203	237	473	470	509	190	383	710	606	459	627	25
Arrive On Green	0.24	0.24	0.24	0.09	0.39	0.39	0.05	0.38	0.38	0.03	0.36	0.36
Sat Flow, veh/h	545	991	1610	1810	1308	489	1810	1870	1598	1810	1744	69
Grp Volume(v), veh/h	74	0	400	159	0	125	41	228	167	22	0	394
Grp Sat Flow(s),veh/h/ln	1536	0	1610	1810	0	1797	1810	1870	1598	1810	0	1813
Q Serve(g_s), s	0.0	0.0	16.6	4.4	0.0	3.2	1.0	6.1	5.2	0.5	0.0	12.7
Cycle Q Clear(g_c), s	2.3	0.0	16.6	4.4	0.0	3.2	1.0	6.1	5.2	0.5	0.0	12.7
Prop In Lane	0.43		1.00	1.00		0.27	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	439	0	473	470	0	699	383	710	606	459	0	652
V/C Ratio(X)	0.17	0.00	0.85	0.34	0.00	0.18	0.11	0.32	0.28	0.05	0.00	0.60
Avail Cap(c_a), veh/h	439	0	473	579	0	808	691	710	606	574	0	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	23.6	16.1	0.0	14.3	13.7	15.6	15.3	13.4	0.0	18.7
Incr Delay (d2), s/veh	0.2	0.0	13.4	0.4	0.0	0.1	0.1	1.2	1.1	0.0	0.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	7.6	1.7	0.0	1.3	0.3	2.5	1.9	0.2	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.7	0.0	37.0	16.5	0.0	14.4	13.8	16.8	16.4	13.4	0.0	22.8
LnGrp LOS	C	A	D	B	A	B	B	B	B	B	A	C
Approach Vol, veh/h		474			284			436			416	
Approach Delay, s/veh		34.6			15.6			16.4			22.3	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	32.0	10.7	22.0	7.9	30.6		32.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	27.0	11.0	17.0	16.0	18.0		32.0
Max Q Clear Time (g_c+I1), s	2.5	8.1	6.4	18.6	3.0	14.7		5.2
Green Ext Time (p_c), s	0.0	1.6	0.2	0.0	0.0	0.7		0.7

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	54	333	292	101	24	260	575	314	24	334	32
Future Volume (veh/h)	44	54	333	292	101	24	260	575	314	24	334	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1885	1900	1781	1900	1885	1900	1781	1870	1900
Adj Flow Rate, veh/h	48	59	362	317	110	26	283	625	341	26	363	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	0	0	1	0	8	0	1	0	8	2	0
Cap, veh/h	139	139	399	420	482	114	511	858	733	262	632	61
Arrive On Green	0.13	0.13	0.13	0.14	0.32	0.32	0.12	0.46	0.46	0.04	0.38	0.38
Sat Flow, veh/h	554	1074	1610	1795	1486	351	1810	1885	1610	1697	1679	162
Grp Volume(v), veh/h	107	0	362	317	0	136	283	625	341	26	0	398
Grp Sat Flow(s),veh/h/ln	1627	0	1610	1795	0	1837	1810	1885	1610	1697	0	1841
Q Serve(g_s), s	2.4	0.0	10.0	11.0	0.0	4.2	6.9	20.8	11.3	0.7	0.0	13.3
Cycle Q Clear(g_c), s	4.5	0.0	10.0	11.0	0.0	4.2	6.9	20.8	11.3	0.7	0.0	13.3
Prop In Lane	0.45		1.00	1.00		0.19	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	279	0	399	420	0	596	511	858	733	262	0	693
V/C Ratio(X)	0.38	0.00	0.91	0.76	0.00	0.23	0.55	0.73	0.47	0.10	0.00	0.57
Avail Cap(c_a), veh/h	279	0	399	420	0	596	580	858	733	350	0	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	28.1	23.8	0.0	19.0	12.6	17.1	14.5	14.9	0.0	19.1
Incr Delay (d2), s/veh	0.9	0.0	24.1	7.7	0.0	0.2	0.9	5.4	2.1	0.2	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	8.8	5.5	0.0	1.7	2.4	8.9	4.2	0.2	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.9	0.0	52.2	31.5	0.0	19.2	13.6	22.5	16.6	15.0	0.0	22.6
LnGrp LOS	C	A	D	C	A	B	B	C	B	B	A	C
Approach Vol, veh/h		469			453			1249			424	
Approach Delay, s/veh		47.6			27.8			18.9			22.1	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	40.1	15.0	15.0	13.1	34.0		30.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	34.0	11.0	10.0	12.0	29.0		25.0
Max Q Clear Time (g_c+I1), s	2.7	22.8	13.0	12.0	8.9	15.3		6.2
Green Ext Time (p_c), s	0.0	3.8	0.0	0.0	0.3	1.8		0.6

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	4	88	4	13	2	89	21	1	3	93	27
Future Vol, veh/h	14	4	88	4	13	2	89	21	1	3	93	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	7	0	5	0	8	0	5	14	100	0	3	0
Mvmt Flow	15	4	96	4	14	2	97	23	1	3	101	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	80%	13%	21%	2%
Vol Thru, %	19%	4%	68%	76%
Vol Right, %	1%	83%	11%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	111	106	19	123
LT Vol	89	14	4	3
Through Vol	21	4	13	93
RT Vol	1	88	2	27
Lane Flow Rate	121	115	21	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.154	0.133	0.026	0.156
Departure Headway (Hd)	4.591	4.146	4.581	4.206
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	785	866	783	854
Service Time	2.591	2.162	2.602	2.221
HCM Lane V/C Ratio	0.154	0.133	0.027	0.157
HCM Control Delay	8.4	7.8	7.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.1	0.6

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	17	113	1	7	2	117	109	5	3	52	21
Future Vol, veh/h	50	17	113	1	7	2	117	109	5	3	52	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	1	0	0	0	1	1	0	0	4	0
Mvmt Flow	54	18	123	1	8	2	127	118	5	3	57	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	7.9	9.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	28%	10%	4%
Vol Thru, %	47%	9%	70%	68%
Vol Right, %	2%	63%	20%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	231	180	10	76
LT Vol	117	50	1	3
Through Vol	109	17	7	52
RT Vol	5	113	2	21
Lane Flow Rate	251	196	11	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.319	0.238	0.015	0.103
Departure Headway (Hd)	4.567	4.37	4.813	4.5
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	822	742	795
Service Time	2.597	2.397	2.853	2.536
HCM Lane V/C Ratio	0.319	0.238	0.015	0.104
HCM Control Delay	9.7	8.8	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.4	0.9	0	0.3

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	28	89	61	81	2	91	61	14	3	251	104
Future Vol, veh/h	42	28	89	61	81	2	91	61	14	3	251	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	0	5	0	1	0	5	5	7	0	1	0
Mvmt Flow	46	30	97	66	88	2	99	66	15	3	273	113
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.4	10.8	10.8	13.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	26%	42%	1%
Vol Thru, %	37%	18%	56%	70%
Vol Right, %	8%	56%	1%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	159	144	358
LT Vol	91	42	61	3
Through Vol	61	28	81	251
RT Vol	14	89	2	104
Lane Flow Rate	180	173	157	389
Geometry Grp	1	1	1	1
Degree of Util (X)	0.279	0.26	0.251	0.536
Departure Headway (Hd)	5.558	5.426	5.769	4.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	660	621	728
Service Time	3.602	3.475	3.818	2.994
HCM Lane V/C Ratio	0.279	0.262	0.253	0.534
HCM Control Delay	10.8	10.4	10.8	13.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.1	1	1	3.2

Intersection	
Intersection Delay, s/veh	42.8
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	137	142	115	15	82	2	119	339	55	3	111	126
Future Vol, veh/h	137	142	115	15	82	2	119	339	55	3	111	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	1	0	0	0	1	0	0	0	2	0
Mvmt Flow	149	154	125	16	89	2	129	368	60	3	121	137
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	33.6	13.7	67.6	16.9
HCM LOS	D	B	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	35%	15%	1%
Vol Thru, %	66%	36%	83%	46%
Vol Right, %	11%	29%	2%	53%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	513	394	99	240
LT Vol	119	137	15	3
Through Vol	339	142	82	111
RT Vol	55	115	2	126
Lane Flow Rate	558	428	108	261
Geometry Grp	1	1	1	1
Degree of Util (X)	1.014	0.816	0.241	0.503
Departure Headway (Hd)	6.549	6.858	8.065	6.94
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	558	527	443	517
Service Time	4.581	4.891	6.158	5.017
HCM Lane V/C Ratio	1	0.812	0.244	0.505
HCM Control Delay	67.6	33.6	13.7	16.9
HCM Lane LOS	F	D	B	C
HCM 95th-tile Q	14.9	8	0.9	2.8

Intersection	
Intersection Delay, s/veh	5.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	173	156	180	389
Demand Flow Rate, veh/h	179	157	189	392
Vehicles Circulating, veh/h	345	220	80	259
Vehicles Exiting, veh/h	306	49	444	118
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.6	4.5	4.2	7.3
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	179	157	189	392
Cap Entry Lane, veh/h	971	1103	1272	1060
Entry HV Adj Factor	0.966	0.994	0.951	0.993
Flow Entry, veh/h	173	156	180	389
Cap Entry, veh/h	938	1096	1209	1052
V/C Ratio	0.184	0.142	0.149	0.370
Control Delay, s/veh	5.6	4.5	4.2	7.3
LOS	A	A	A	A
95th %tile Queue, veh	1	0	1	2

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	428	107	557	261
Demand Flow Rate, veh/h	429	107	558	263
Vehicles Circulating, veh/h	142	647	306	235
Vehicles Exiting, veh/h	356	217	265	519
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	6.7	10.7	5.6
Approach LOS	A	A	B	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	429	107	558	263
Cap Entry Lane, veh/h	1194	713	1010	1086
Entry HV Adj Factor	0.998	1.000	0.998	0.991
Flow Entry, veh/h	428	107	557	261
Cap Entry, veh/h	1191	713	1008	1076
V/C Ratio	0.359	0.150	0.553	0.242
Control Delay, s/veh	6.5	6.7	10.7	5.6
LOS	A	A	B	A
95th %tile Queue, veh	2	1	3	1

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	6	344	6	9	320
Future Vol, veh/h	21	6	344	6	9	320
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	3	0	0	3
Mvmt Flow	23	7	374	7	10	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	572	191	0	0	381	0
Stage 1	378	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	443	825	-	-	1189	-
Stage 1	654	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	439	825	-	-	1189	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	570	1189	-
HCM Lane V/C Ratio	-	-	0.051	0.008	-
HCM Control Delay (s)	-	-	11.7	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	4	690	29	7	655
Future Vol, veh/h	12	4	690	29	7	655
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	3	0	2
Mvmt Flow	13	4	750	32	8	712

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1138	391	0	0	782	0
Stage 1	766	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	198	614	-	-	845	-
Stage 1	425	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	614	-	-	845	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	425	-	-	-	-	-
Stage 2	667	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	364	845	-
HCM Lane V/C Ratio	-	-	0.048	0.009	-
HCM Control Delay (s)	-	-	15.4	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	6	457	6	9	880
Future Vol, veh/h	21	6	457	6	9	880
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	2	0	0	1
Mvmt Flow	23	7	497	7	10	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1000	252	0	0	504	0
Stage 1	501	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	235	754	-	-	1071	-
Stage 1	565	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	754	-	-	1071	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	1071	-
HCM Lane V/C Ratio	-	-	0.071	0.009	-
HCM Control Delay (s)	-	-	14.4	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	4	1318	29	7	1075
Future Vol, veh/h	12	4	1318	29	7	1075
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	0	1
Mvmt Flow	13	4	1433	32	8	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2049	733	0	0	1465	0
Stage 1	1449	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	49	368	-	-	467	-
Stage 1	186	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	368	-	-	467	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	467	-
HCM Lane V/C Ratio	-	-	0.104	0.016	-
HCM Control Delay (s)	-	-	29	12.8	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	6	457	6	9	880
Future Vol, veh/h	21	6	457	6	9	880
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	0	2	0	0	1
Mvmt Flow	23	7	497	7	10	957

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1000	252	0	0	504	0
Stage 1	501	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Critical Hdwy	6.9	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	235	754	-	-	1071	-
Stage 1	565	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	754	-	-	1071	-
Mov Cap-2 Maneuver	364	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	364	754	1071	-
HCM Lane V/C Ratio	-	-	0.063	0.009	0.009	-
HCM Control Delay (s)	-	-	15.6	9.8	8.4	-
HCM Lane LOS	-	-	C	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	4	1318	29	7	1075
Future Vol, veh/h	12	4	1318	29	7	1075
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	0	1
Mvmt Flow	13	4	1433	32	8	1168

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2049	733	0	0	1465	0
Stage 1	1449	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	49	368	-	-	467	-
Stage 1	186	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	48	368	-	-	467	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.6	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	141	368	467	-
HCM Lane V/C Ratio	-	-	0.093	0.012	0.016	-
HCM Control Delay (s)	-	-	33.1	14.9	12.8	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0	0.1	-

Intersection	
Int Delay, s/veh	2.7

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	96	12	11	191	77	15
Future Vol, veh/h	96	12	11	191	77	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	17	0	4	0	0
Mvmt Flow	104	13	12	208	84	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	343	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1484	-	657	948
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	811	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	651	948
Mov Cap-2 Maneuver	-	-	-	-	651	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	804	-

Approach	NB	SB	SW
HCM Control Delay, s	0	0.4	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1484	-	686
HCM Lane V/C Ratio	-	-	0.008	-	0.146
HCM Control Delay (s)	-	-	7.4	0	11.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.5

Intersection	
Int Delay, s/veh	2

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	201	70	44	138	38	17
Future Vol, veh/h	201	70	44	138	38	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	5	0
Mvmt Flow	218	76	48	150	41	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	502	256
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	246	-
Critical Hdwy	-	-	4.1	-	6.45	6.2
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.2	-	3.545	3.3
Pot Cap-1 Maneuver	-	-	1279	-	524	788
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	788	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1279	-	503	788
Mov Cap-2 Maneuver	-	-	-	-	503	-
Stage 1	-	-	-	-	780	-
Stage 2	-	-	-	-	756	-

Approach	NB	SB	SW
HCM Control Delay, s	0	1.9	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1279	-	566
HCM Lane V/C Ratio	-	-	0.037	-	0.106
HCM Control Delay (s)	-	-	7.9	0	12.1
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	4.4

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	144	12	143	272	77	22
Future Vol, veh/h	144	12	143	272	77	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	17	0	3	0	0
Mvmt Flow	157	13	155	296	84	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	170	0	770	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	606	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1420	-	372	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	548	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	323	886
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	476	-

Approach	NB	SB	SW
HCM Control Delay, s	0	2.7	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1420	-	376
HCM Lane V/C Ratio	-	-	0.109	-	0.286
HCM Control Delay (s)	-	-	7.8	0	18.4
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.4	-	1.2

Intersection	
Int Delay, s/veh	2.9

Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	430	70	79	179	38	70
Future Vol, veh/h	430	70	79	179	38	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	5	0
Mvmt Flow	467	76	86	195	41	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	543	0	872	505
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	367	-
Critical Hdwy	-	-	4.1	-	6.45	6.2
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.2	-	3.545	3.3
Pot Cap-1 Maneuver	-	-	1036	-	317	571
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1036	-	288	571
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	629	-

Approach	NB	SB	SW
HCM Control Delay, s	0	2.7	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1
Capacity (veh/h)	-	-	1036	-	424
HCM Lane V/C Ratio	-	-	0.083	-	0.277
HCM Control Delay (s)	-	-	8.8	0	16.7
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.3	-	1.1

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	23	16	20	14	7
Future Vol, veh/h	8	23	16	20	14	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	4	6	0	0	14
Mvmt Flow	9	25	17	22	15	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	34	0	78	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	-	-	4.16	-	6.4	6.34
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.254	-	3.5	3.426
Pot Cap-1 Maneuver	-	-	1552	-	930	1021
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1552	-	920	1021
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	961	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	951	-	-	1552	-
HCM Lane V/C Ratio	0.024	-	-	0.011	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	34	10	7	41	16
Future Vol, veh/h	9	34	10	7	41	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	14	0	0
Mvmt Flow	10	37	11	8	45	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	47	0	59	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1573	-	953	1052
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1573	-	946	1052
Mov Cap-2 Maneuver	-	-	-	-	946	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	991	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	974	-	-	1573	-
HCM Lane V/C Ratio	0.064	-	-	0.007	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	8	158	70	20	21	23
Future Vol, veh/h	8	158	70	20	21	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	1	1	0	0	4
Mvmt Flow	9	172	76	22	23	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	181	0	269	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	4.11	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.336
Pot Cap-1 Maneuver	-	-	1400	-	725	956
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	685	956
Mov Cap-2 Maneuver	-	-	-	-	685	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	814	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	804	-	-	1400	-
HCM Lane V/C Ratio	0.059	-	-	0.054	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	69	50	7	94	87
Future Vol, veh/h	9	69	50	7	94	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	14	0	0
Mvmt Flow	10	75	54	8	102	95

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	85	0	164	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	116	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1524	-	831	1027
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1524	-	801	1027
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	881	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.5	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	896	-	-	1524	-
HCM Lane V/C Ratio	0.22	-	-	0.036	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	3	0	0	0
Future Vol, veh/h	2	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	0	0
Mvmt Flow	2	0	3	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3	0	-	0	7	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1632	-	-	-	1019	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1024	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1632	-	-	-	1018	1087
Mov Cap-2 Maneuver	-	-	-	-	1018	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1024	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1632	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	0	0	1
Future Vol, veh/h	0	2	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	3	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3	0	-	0	5	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1632	-	-	-	1022	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1026	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1632	-	-	-	1022	1087
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1026	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1632	-	-	-	1087
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	0	3	0	0	0
Future Vol, veh/h	2	0	3	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	0	0
Mvmt Flow	2	0	3	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3	0	-	0	7	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1632	-	-	-	1019	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1024	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1632	-	-	-	1018	1087
Mov Cap-2 Maneuver	-	-	-	-	1018	-
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1024	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1632	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.2	0	-	-	0
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	3	0	0	1
Future Vol, veh/h	0	2	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	2	3	0	0	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	3	0	-	0	5	3
Stage 1	-	-	-	-	3	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1632	-	-	-	1022	1087
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1026	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1632	-	-	-	1022	1087
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1025	-
Stage 2	-	-	-	-	1026	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1632	-	-	-	1087
HCM Lane V/C Ratio	-	-	-	-	0.001
HCM Control Delay (s)	0	-	-	-	8.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	6.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	91	1	4	56	79	5	6	23	227	1	10
Future Vol, veh/h	4	91	1	4	56	79	5	6	23	227	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	25	5	4	0	0	0	0	0	0
Mvmt Flow	4	99	1	4	61	86	5	7	25	247	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	100	0	0	226	263	100	236	220	104
Stage 1	-	-	-	-	-	-	108	108	-	112	112	-
Stage 2	-	-	-	-	-	-	118	155	-	124	108	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1447	-	-	1360	-	-	734	646	961	723	682	956
Stage 1	-	-	-	-	-	-	902	810	-	898	807	-
Stage 2	-	-	-	-	-	-	891	773	-	885	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1447	-	-	1360	-	-	722	642	961	696	678	956
Mov Cap-2 Maneuver	-	-	-	-	-	-	722	642	-	696	678	-
Stage 1	-	-	-	-	-	-	899	808	-	895	805	-
Stage 2	-	-	-	-	-	-	877	771	-	852	808	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.2	9.5	13.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	846	1360	-	-	1447	-	-	704
HCM Lane V/C Ratio	0.044	0.003	-	-	0.003	-	-	0.367
HCM Control Delay (s)	9.5	7.7	0	-	7.5	0	-	13.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.7

Intersection	
Int Delay, s/veh	4.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	94	0	23	131	252	3	8	10	153	8	10
Future Vol, veh/h	18	94	0	23	131	252	3	8	10	153	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	20	102	0	25	142	274	3	9	11	166	9	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	102	0	0	481	608	102	481	471	279
Stage 1	-	-	-	-	-	-	142	142	-	329	329	-
Stage 2	-	-	-	-	-	-	339	466	-	152	142	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1154	-	-	1503	-	-	499	413	959	499	494	765
Stage 1	-	-	-	-	-	-	866	783	-	688	650	-
Stage 2	-	-	-	-	-	-	680	566	-	855	783	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1503	-	-	470	396	959	470	474	765
Mov Cap-2 Maneuver	-	-	-	-	-	-	470	396	-	470	474	-
Stage 1	-	-	-	-	-	-	850	769	-	676	635	-
Stage 2	-	-	-	-	-	-	646	553	-	821	769	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	1.3	0.4	11.6	17.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	567	1503	-	-	1154	-	-	481
HCM Lane V/C Ratio	0.04	0.017	-	-	0.017	-	-	0.386
HCM Control Delay (s)	11.6	7.4	0	-	8.2	0	-	17.1
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	-	1.8

Intersection	
Int Delay, s/veh	162.6

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	95	1	4	65	273	5	6	23	661	1	89
Future Vol, veh/h	36	95	1	4	65	273	5	6	23	661	1	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	25	5	1	0	0	0	0	0	0
Mvmt Flow	39	103	1	4	71	297	5	7	25	718	1	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	104	0	0	459	558	104	426	410	220
Stage 1	-	-	-	-	-	-	182	182	-	228	228	-
Stage 2	-	-	-	-	-	-	277	376	-	198	182	-
Critical Hdwy	4.1	-	-	4.35	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.425	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1202	-	-	1356	-	-	516	441	956	~ 542	534	825
Stage 1	-	-	-	-	-	-	824	753	-	779	719	-
Stage 2	-	-	-	-	-	-	734	620	-	808	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1202	-	-	1356	-	-	442	424	956	~ 507	514	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	424	-	~ 507	514	-
Stage 1	-	-	-	-	-	-	796	727	-	753	716	-
Stage 2	-	-	-	-	-	-	644	618	-	753	727	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	2.2	0.1	10.5	271.6
HCM LOS			B	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SER	SWLn1
Capacity (veh/h)	687	1356	-	-	1202	-	-	531
HCM Lane V/C Ratio	0.054	0.003	-	-	0.033	-	-	1.537
HCM Control Delay (s)	10.5	7.7	0	-	8.1	0	-	271.6
HCM Lane LOS	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	42.8

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

Intersection	
Int Delay, s/veh	502.9

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	108	104	0	23	139	1019	3	8	10	520	8	73
Future Vol, veh/h	108	104	0	23	139	1019	3	8	10	520	8	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	1	0	0	0	0	0	0
Mvmt Flow	117	113	0	25	151	1108	3	9	11	565	9	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1259	0	0	113	0	0	1146	1656	113	1112	1102	705
Stage 1	-	-	-	-	-	-	347	347	-	755	755	-
Stage 2	-	-	-	-	-	-	799	1309	-	357	347	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	559	-	-	1489	-	-	178	99	945	~ 188	213	440
Stage 1	-	-	-	-	-	-	673	638	-	~ 404	420	-
Stage 2	-	-	-	-	-	-	382	231	-	665	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	559	-	-	1489	-	-	108	70	945	~ 130	150	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	70	-	~ 130	150	-
Stage 1	-	-	-	-	-	-	523	496	-	~ 314	380	-
Stage 2	-	-	-	-	-	-	277	209	-	~ 502	496	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	6.7	0.1	36.2	$ 1682.3
HCM LOS			E	F

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	138	1489	-	-	559	-	- 142
HCM Lane V/C Ratio	0.165	0.017	-	-	0.21	-	- 4.6
HCM Control Delay (s)	36.2	7.5	0	-	13.1	0	$ 1682.3
HCM Lane LOS	E	A	A	-	B	A	- F
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.8	-	- 67.5

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

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	SE	NW	NE	SW
Entry Lanes	1	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	143	372	37	816
Demand Flow Rate, veh/h	146	380	37	816
Vehicles Circulating, veh/h	724	51	863	85
Vehicles Exiting, veh/h	177	849	7	346
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	4.3	7.0	11.1
Approach LOS	A	A	A	B

Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.211	0.789	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
Entry Flow, veh/h	146	80	300	37	816
Cap Entry Lane, veh/h	659	1356	1356	572	1265
Entry HV Adj Factor	0.979	0.943	0.990	1.000	1.000
Flow Entry, veh/h	143	75	297	37	816
Cap Entry, veh/h	645	1278	1342	572	1265
V/C Ratio	0.221	0.059	0.221	0.065	0.645
Control Delay, s/veh	8.3	3.3	4.5	7.0	11.1
LOS	A	A	A	A	B
95th %tile Queue, veh	1	0	1	0	5

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Approach	SE	NW	NE	SW
Entry Lanes	1	2	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	230	1284	23	653
Demand Flow Rate, veh/h	231	1295	23	653
Vehicles Circulating, veh/h	599	129	796	179
Vehicles Exiting, veh/h	233	690	34	1245
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	21.4	6.3	10.0
Approach LOS	A	C	A	B

Lane	Left	Left	Right	Left	Left
Designated Moves	LTR	LT	R	LTR	LTR
Assumed Moves	LTR	LT	R	LTR	LTR
RT Channelized					
Lane Util	1.000	0.136	0.864	1.000	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609	2.609
Critical Headway, s	4.976	4.544	4.544	4.976	4.976
Entry Flow, veh/h	231	176	1119	23	653
Cap Entry Lane, veh/h	749	1263	1263	613	1150
Entry HV Adj Factor	0.995	1.000	0.990	1.000	1.000
Flow Entry, veh/h	230	176	1108	23	653
Cap Entry, veh/h	745	1263	1250	613	1150
V/C Ratio	0.308	0.139	0.886	0.038	0.568
Control Delay, s/veh	8.5	4.0	24.2	6.3	10.0
LOS	A	A	C	A	B
95th %tile Queue, veh	1	0	13	0	4

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	215	185	76	97	53	43
Future Vol, veh/h	215	185	76	97	53	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	5	1	6	2
Mvmt Flow	234	201	83	105	58	47
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	11.2	9.4	9.1
HCM LOS	B	A	A

Lane	NELn1	NWLn1	SELn1
Vol Left, %	55%	44%	0%
Vol Thru, %	0%	56%	54%
Vol Right, %	45%	0%	46%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	96	173	400
LT Vol	53	76	0
Through Vol	0	97	215
RT Vol	43	0	185
Lane Flow Rate	104	188	435
Geometry Grp	1	1	1
Degree of Util (X)	0.15	0.25	0.499
Departure Headway (Hd)	5.169	4.78	4.131
Convergence, Y/N	Yes	Yes	Yes
Cap	691	750	874
Service Time	3.221	2.817	2.158
HCM Lane V/C Ratio	0.151	0.251	0.498
HCM Control Delay	9.1	9.4	11.2
HCM Lane LOS	A	A	B
HCM 95th-tile Q	0.5	1	2.8

Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	191	106	91	278	197	92
Future Vol, veh/h	191	106	91	278	197	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	2	0
Mvmt Flow	208	115	99	302	214	100
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	13	16.3	14.4
HCM LOS	B	C	B

Lane	NELn1	NWLn1	SELn1
Vol Left, %	68%	25%	0%
Vol Thru, %	0%	75%	64%
Vol Right, %	32%	0%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	289	369	297
LT Vol	197	91	0
Through Vol	0	278	191
RT Vol	92	0	106
Lane Flow Rate	314	401	323
Geometry Grp	1	1	1
Degree of Util (X)	0.501	0.602	0.473
Departure Headway (Hd)	5.736	5.405	5.27
Convergence, Y/N	Yes	Yes	Yes
Cap	628	666	681
Service Time	3.784	3.45	3.318
HCM Lane V/C Ratio	0.5	0.602	0.474
HCM Control Delay	14.4	16.3	13
HCM Lane LOS	B	C	B
HCM 95th-tile Q	2.8	4	2.5

Intersection	
Intersection Delay, s/veh	92.7
Intersection LOS	F

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	344	493	76	146	207	43
Future Vol, veh/h	344	493	76	146	207	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	0	5	1	1	2
Mvmt Flow	374	536	83	159	225	47
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	136.7	13.3	15.9
HCM LOS	F	B	C

Lane	NELn1	NWLn1	SELn1
Vol Left, %	83%	34%	0%
Vol Thru, %	0%	66%	41%
Vol Right, %	17%	0%	59%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	250	222	837
LT Vol	207	76	0
Through Vol	0	146	344
RT Vol	43	0	493
Lane Flow Rate	272	241	910
Geometry Grp	1	1	1
Degree of Util (X)	0.475	0.394	1.239
Departure Headway (Hd)	6.837	6.276	4.904
Convergence, Y/N	Yes	Yes	Yes
Cap	530	577	746
Service Time	4.837	4.276	2.904
HCM Lane V/C Ratio	0.513	0.418	1.22
HCM Control Delay	15.9	13.3	136.7
HCM Lane LOS	C	B	F
HCM 95th-tile Q	2.5	1.9	32.4

Intersection	
Intersection Delay, s/veh	260.2
Intersection LOS	F

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	281	393	91	677	602	92
Future Vol, veh/h	281	393	91	677	602	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	0	1	0	1	0
Mvmt Flow	305	427	99	736	654	100
Number of Lanes	1	0	0	1	1	0

Approach	SE	NW	NE
Opposing Approach	NW	SE	
Opposing Lanes	1	1	0
Conflicting Approach Left		NE	SE
Conflicting Lanes Left	0	1	1
Conflicting Approach Right	NE		NW
Conflicting Lanes Right	1	0	1
HCM Control Delay	200.8	317.6	254.4
HCM LOS	F	F	F

Lane	NELn1	NWLn1	SELn1
Vol Left, %	87%	12%	0%
Vol Thru, %	0%	88%	42%
Vol Right, %	13%	0%	58%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	694	768	674
LT Vol	602	91	0
Through Vol	0	677	281
RT Vol	92	0	393
Lane Flow Rate	754	835	733
Geometry Grp	1	1	1
Degree of Util (X)	1.489	1.632	1.356
Departure Headway (Hd)	8.339	8.871	8.882
Convergence, Y/N	Yes	Yes	Yes
Cap	445	417	418
Service Time	6.339	6.871	6.882
HCM Lane V/C Ratio	1.694	2.002	1.754
HCM Control Delay	254.4	317.6	200.8
HCM Lane LOS	F	F	F
HCM 95th-tile Q	33.6	38.5	26

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Approach	SE	NW	NE
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	910	242	272
Demand Flow Rate, veh/h	914	248	275
Vehicles Circulating, veh/h	87	227	378
Vehicles Exiting, veh/h	388	426	623
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.6	4.2	6.9
Approach LOS	B	A	A

Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.351	0.649	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	914	87	161	275
Cap Entry Lane, veh/h	1263	1155	1155	938
Entry HV Adj Factor	0.996	0.954	0.990	0.989
Flow Entry, veh/h	910	83	159	272
Cap Entry, veh/h	1258	1102	1144	928
V/C Ratio	0.724	0.075	0.139	0.293
Control Delay, s/veh	13.6	3.9	4.4	6.9
LOS	B	A	A	A
95th %tile Queue, veh	7	0	0	1

Intersection	
Intersection Delay, s/veh	22.8
Intersection LOS	C

Approach	SE	NW	NE
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	732	835	754
Demand Flow Rate, veh/h	735	836	761
Vehicles Circulating, veh/h	100	661	308
Vehicles Exiting, veh/h	1397	408	527
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.9	38.8	17.6
Approach LOS	A	E	C

Lane	Left	Left	Right	Left
Designated Moves	TR	L	TR	LR
Assumed Moves	TR	L	TR	LR
RT Channelized				
Lane Util	1.000	0.120	0.880	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	735	100	736	761
Cap Entry Lane, veh/h	1246	778	778	1008
Entry HV Adj Factor	0.996	0.990	1.000	0.991
Flow Entry, veh/h	732	99	736	754
Cap Entry, veh/h	1241	770	778	999
V/C Ratio	0.590	0.129	0.946	0.755
Control Delay, s/veh	9.9	6.0	43.2	17.6
LOS	A	A	E	C
95th %tile Queue, veh	4	0	14	7

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	3	38	4	0	82
Future Vol, veh/h	8	3	38	4	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	33	3	25	0	2
Mvmt Flow	9	3	41	4	0	89

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	132	43	0	0	45	0
Stage 1	43	-	-	-	-	-
Stage 2	89	-	-	-	-	-
Critical Hdwy	6.4	6.53	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	-	-	2.2	-
Pot Cap-1 Maneuver	867	946	-	-	1576	-
Stage 1	985	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	867	946	-	-	1576	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	940	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	887	1576	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	81	8	4	57
Future Vol, veh/h	5	4	81	8	4	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	4	88	9	4	62

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	163	93	0	0	97	0
Stage 1	93	-	-	-	-	-
Stage 2	70	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	832	970	-	-	1509	-
Stage 1	936	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	830	970	-	-	1509	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	936	-	-	-	-	-
Stage 2	955	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	887	1509	-
HCM Lane V/C Ratio	-	-	0.011	0.003	-
HCM Control Delay (s)	-	-	9.1	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	3	61	4	10	261
Future Vol, veh/h	8	3	61	4	10	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	33	3	25	0	1
Mvmt Flow	9	3	66	4	11	284

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	374	68	0	0	70	0
Stage 1	68	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.4	6.53	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	-	-	2.2	-
Pot Cap-1 Maneuver	631	915	-	-	1544	-
Stage 1	960	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	626	915	-	-	1544	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	685	1544	-
HCM Lane V/C Ratio	-	-	0.017	0.007	-
HCM Control Delay (s)	-	-	10.3	7.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	205	8	4	131
Future Vol, veh/h	5	4	205	8	4	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	4	223	9	4	142

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	378	228	0	0	232	0
Stage 1	228	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	628	816	-	-	1348	-
Stage 1	815	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	626	816	-	-	1348	-
Mov Cap-2 Maneuver	626	-	-	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	880	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	1348	-
HCM Lane V/C Ratio	-	-	0.014	0.003	-
HCM Control Delay (s)	-	-	10.2	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	2	1	0	1	4
Future Vol, veh/h	0	2	1	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	100	0
Mvmt Flow	0	2	1	0	1	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	3	5	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1022	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1087	1630	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1087	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	0	0	1	5
Future Vol, veh/h	2	4	0	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	25	0	0	0	40
Mvmt Flow	2	4	0	0	1	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4	4	6	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	1023	1016	1628	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1023	1016	1628	-	-	-
Mov Cap-2 Maneuver	1023	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1628	-	1018	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	1	0	1	4
Future Vol, veh/h	0	12	1	0	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	100	0
Mvmt Flow	0	13	1	0	1	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	3	5	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1022	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1021	1087	1630	-	-	-
Mov Cap-2 Maneuver	1021	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.4	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1087	-	-
HCM Lane V/C Ratio	0.001	-	0.012	-	-
HCM Control Delay (s)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	4	0	0	1	5
Future Vol, veh/h	2	4	0	0	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	25	0	0	0	40
Mvmt Flow	2	4	0	0	1	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	4	4	6	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.4	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	1023	1016	1628	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1023	1016	1628	-	-	-
Mov Cap-2 Maneuver	1023	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1628	-	1018	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	17	1	4	0	1	166	1	59	143	3
Future Vol, veh/h	5	1	17	1	4	0	1	166	1	59	143	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	0	0	0	0	0	0	4	100	0	4	0
Mvmt Flow	5	1	18	1	4	0	1	180	1	64	155	3

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	470	469	181	477	468	157	158	0	0	181	0	0
Stage 1	183	183	-	285	285	-	-	-	-	-	-	-
Stage 2	287	286	-	192	183	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	475	495	867	502	496	894	1434	-	-	1407	-	-
Stage 1	779	752	-	727	679	-	-	-	-	-	-	-
Stage 2	683	679	-	814	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	470	867	471	471	894	1434	-	-	1407	-	-
Mov Cap-2 Maneuver	453	470	-	471	471	-	-	-	-	-	-	-
Stage 1	778	751	-	726	645	-	-	-	-	-	-	-
Stage 2	644	645	-	795	751	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	10.3	12.7	0	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1434	-	-	702	471	1407	-	-
HCM Lane V/C Ratio	0.001	-	-	0.036	0.012	0.046	-	-
HCM Control Delay (s)	7.5	0	-	10.3	12.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	5	65	3	1	1	1	196	12	44	88	1
Future Vol, veh/h	42	5	65	3	1	1	1	196	12	44	88	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	46	5	71	3	1	1	1	213	13	48	96	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	416	415	220	453	421	97	97	0	0	226	0	0
Stage 1	222	222	-	193	193	-	-	-	-	-	-	-
Stage 2	194	193	-	260	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	547	531	825	520	527	965	1509	-	-	1354	-	-
Stage 1	780	723	-	813	745	-	-	-	-	-	-	-
Stage 2	808	745	-	749	719	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	529	511	825	458	507	965	1509	-	-	1354	-	-
Mov Cap-2 Maneuver	529	511	-	458	507	-	-	-	-	-	-	-
Stage 1	779	722	-	812	717	-	-	-	-	-	-	-
Stage 2	776	717	-	679	718	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	11.6	12	0	2.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1509	-	-	667	523	1354	-	-
HCM Lane V/C Ratio	0.001	-	-	0.183	0.01	0.035	-	-
HCM Control Delay (s)	7.4	0	-	11.6	12	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	17	1	4	0	1	166	1	59	143	3
Future Vol, veh/h	5	1	17	1	4	0	1	166	1	59	143	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	0	0	0	0	0	0	4	100	0	4	0
Mvmt Flow	5	1	18	1	4	0	1	180	1	64	155	3

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	470	469	181	477	468	157	158	0	0	181	0	0
Stage 1	183	183	-	285	285	-	-	-	-	-	-	-
Stage 2	287	286	-	192	183	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	475	495	867	502	496	894	1434	-	-	1407	-	-
Stage 1	779	752	-	727	679	-	-	-	-	-	-	-
Stage 2	683	679	-	814	752	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	453	470	867	471	471	894	1434	-	-	1407	-	-
Mov Cap-2 Maneuver	453	470	-	471	471	-	-	-	-	-	-	-
Stage 1	778	751	-	726	645	-	-	-	-	-	-	-
Stage 2	644	645	-	795	751	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	10.3	12.7	0	2.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1434	-	-	702	471	1407	-	-
HCM Lane V/C Ratio	0.001	-	-	0.036	0.012	0.046	-	-
HCM Control Delay (s)	7.5	0	-	10.3	12.7	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.1	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	42	5	65	3	1	1	1	255	12	44	88	1
Future Vol, veh/h	42	5	65	3	1	1	1	255	12	44	88	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0	0	1	0	0	0	0
Mvmt Flow	46	5	71	3	1	1	1	277	13	48	96	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	480	479	284	517	485	97	97	0	0	290	0	0
Stage 1	286	286	-	193	193	-	-	-	-	-	-	-
Stage 2	194	193	-	324	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	496	489	760	472	485	965	1509	-	-	1283	-	-
Stage 1	721	679	-	813	745	-	-	-	-	-	-	-
Stage 2	808	745	-	692	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	479	469	760	411	465	965	1509	-	-	1283	-	-
Mov Cap-2 Maneuver	479	469	-	411	465	-	-	-	-	-	-	-
Stage 1	720	678	-	812	715	-	-	-	-	-	-	-
Stage 2	774	715	-	622	674	-	-	-	-	-	-	-

Approach	NB	SB	NE	SW
HCM Control Delay, s	12.4	12.6	0	2.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NBLn1	SBLn1	SWL	SWT	SWR
Capacity (veh/h)	1509	-	-	609	477	1283	-	-
HCM Lane V/C Ratio	0.001	-	-	0.2	0.011	0.037	-	-
HCM Control Delay (s)	7.4	0	-	12.4	12.6	7.9	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	116	5	4	60	22	4	16	5	18	16	52
Future Vol, veh/h	58	116	5	4	60	22	4	16	5	18	16	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	25	0	5	0	6	20	11	6	0
Mvmt Flow	63	126	5	4	65	24	4	17	5	20	17	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.3	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	32%	5%	21%
Vol Thru, %	64%	65%	70%	19%
Vol Right, %	20%	3%	26%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	179	86	86
LT Vol	4	58	4	18
Through Vol	16	116	60	16
RT Vol	5	5	22	52
Lane Flow Rate	27	195	93	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.234	0.121	0.116
Departure Headway (Hd)	4.585	4.334	4.668	4.46
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	831	769	806
Service Time	2.605	2.351	2.686	2.477
HCM Lane V/C Ratio	0.035	0.235	0.121	0.115
HCM Control Delay	7.8	8.7	8.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	0.4

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	110	3	8	141	32	7	41	8	15	20	80
Future Vol, veh/h	69	110	3	8	141	32	7	41	8	15	20	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	50	0	3	0	0	0	7	5	0
Mvmt Flow	75	120	3	9	153	35	8	45	9	16	22	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	10.6	8.5	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	38%	4%	13%
Vol Thru, %	73%	60%	78%	17%
Vol Right, %	14%	2%	18%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	182	181	115
LT Vol	7	69	8	15
Through Vol	41	110	141	20
RT Vol	8	3	32	80
Lane Flow Rate	61	198	197	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.257	0.291	0.163
Departure Headway (Hd)	4.991	4.672	5.329	4.695
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	766	673	761
Service Time	3.047	2.719	3.378	2.743
HCM Lane V/C Ratio	0.085	0.258	0.293	0.164
HCM Control Delay	8.5	9.3	10.6	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1	1.2	0.6

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	116	5	4	60	22	4	16	5	18	16	52
Future Vol, veh/h	58	116	5	4	60	22	4	16	5	18	16	52
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	25	0	5	0	6	20	11	6	0
Mvmt Flow	63	126	5	4	65	24	4	17	5	20	17	57
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.3	7.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	32%	5%	21%
Vol Thru, %	64%	65%	70%	19%
Vol Right, %	20%	3%	26%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	25	179	86	86
LT Vol	4	58	4	18
Through Vol	16	116	60	16
RT Vol	5	5	22	52
Lane Flow Rate	27	195	93	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.035	0.234	0.121	0.116
Departure Headway (Hd)	4.585	4.334	4.668	4.46
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	831	769	806
Service Time	2.605	2.351	2.686	2.477
HCM Lane V/C Ratio	0.035	0.235	0.121	0.115
HCM Control Delay	7.8	8.7	8.3	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.9	0.4	0.4

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	110	3	8	141	32	7	41	8	15	20	80
Future Vol, veh/h	69	110	3	8	141	32	7	41	8	15	20	80
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	50	0	3	0	0	0	7	5	0
Mvmt Flow	75	120	3	9	153	35	8	45	9	16	22	87
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.3	10.6	8.5	8.7
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	38%	4%	13%
Vol Thru, %	73%	60%	78%	17%
Vol Right, %	14%	2%	18%	70%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	56	182	181	115
LT Vol	7	69	8	15
Through Vol	41	110	141	20
RT Vol	8	3	32	80
Lane Flow Rate	61	198	197	125
Geometry Grp	1	1	1	1
Degree of Util (X)	0.084	0.257	0.291	0.163
Departure Headway (Hd)	4.991	4.672	5.329	4.695
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	766	673	761
Service Time	3.047	2.719	3.378	2.743
HCM Lane V/C Ratio	0.085	0.258	0.293	0.164
HCM Control Delay	8.5	9.3	10.6	8.7
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.3	1	1.2	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	120	4	11	59	13	6	2	19	19	6	9
Future Vol, veh/h	7	120	4	11	59	13	6	2	19	19	6	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	0	9	2	0	0	0	5	0	0	0
Mvmt Flow	8	130	4	12	64	14	7	2	21	21	7	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	5%	13%	56%
Vol Thru, %	7%	92%	71%	18%
Vol Right, %	70%	3%	16%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	131	83	34
LT Vol	6	7	11	19
Through Vol	2	120	59	6
RT Vol	19	4	13	9
Lane Flow Rate	29	142	90	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.161	0.106	0.045
Departure Headway (Hd)	4.074	4.076	4.21	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	873	843	819
Service Time	2.075	2.136	2.277	2.396
HCM Lane V/C Ratio	0.033	0.163	0.107	0.045
HCM Control Delay	7.2	7.9	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.4	0.1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	125	5	15	141	22	13	25	39	25	16	8
Future Vol, veh/h	6	125	5	15	141	22	13	25	39	25	16	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	136	5	16	153	24	14	27	42	27	17	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.7	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	4%	8%	51%
Vol Thru, %	32%	92%	79%	33%
Vol Right, %	51%	4%	12%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	136	178	49
LT Vol	13	6	15	25
Through Vol	25	125	141	16
RT Vol	39	5	22	8
Lane Flow Rate	84	148	193	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.104	0.181	0.232	0.071
Departure Headway (Hd)	4.456	4.413	4.324	4.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	813	832	752
Service Time	2.483	2.437	2.346	2.794
HCM Lane V/C Ratio	0.104	0.182	0.232	0.07
HCM Control Delay	8	8.4	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.9	0.2

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	120	4	11	59	13	6	2	19	19	6	9
Future Vol, veh/h	7	120	4	11	59	13	6	2	19	19	6	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	0	9	2	0	0	0	5	0	0	0
Mvmt Flow	8	130	4	12	64	14	7	2	21	21	7	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	5%	13%	56%
Vol Thru, %	7%	92%	71%	18%
Vol Right, %	70%	3%	16%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	27	131	83	34
LT Vol	6	7	11	19
Through Vol	2	120	59	6
RT Vol	19	4	13	9
Lane Flow Rate	29	142	90	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.161	0.106	0.045
Departure Headway (Hd)	4.074	4.076	4.21	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	884	873	843	819
Service Time	2.075	2.136	2.277	2.396
HCM Lane V/C Ratio	0.033	0.163	0.107	0.045
HCM Control Delay	7.2	7.9	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.4	0.1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	125	5	15	141	22	13	25	39	25	16	8
Future Vol, veh/h	6	125	5	15	141	22	13	25	39	25	16	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	136	5	16	153	24	14	27	42	27	17	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.7	8	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	4%	8%	51%
Vol Thru, %	32%	92%	79%	33%
Vol Right, %	51%	4%	12%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	136	178	49
LT Vol	13	6	15	25
Through Vol	25	125	141	16
RT Vol	39	5	22	8
Lane Flow Rate	84	148	193	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.104	0.181	0.232	0.071
Departure Headway (Hd)	4.456	4.413	4.324	4.766
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	813	832	752
Service Time	2.483	2.437	2.346	2.794
HCM Lane V/C Ratio	0.104	0.182	0.232	0.07
HCM Control Delay	8	8.4	8.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.7	0.9	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	86	19	47	61	52	39	305	9	59	376	18
Future Volume (veh/h)	25	86	19	47	61	52	39	305	9	59	376	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1737	1781	1781	1826	1826	1826	1796	1856	1856
Adj Flow Rate, veh/h	27	93	21	51	66	57	42	332	10	64	409	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	2	2	11	8	8	5	5	5	7	3	3
Cap, veh/h	245	148	33	256	108	93	552	891	27	616	913	45
Arrive On Green	0.04	0.10	0.10	0.06	0.12	0.12	0.06	0.51	0.51	0.07	0.52	0.52
Sat Flow, veh/h	1810	1477	333	1654	882	762	1739	1763	53	1711	1754	86
Grp Volume(v), veh/h	27	0	114	51	0	123	42	0	342	64	0	429
Grp Sat Flow(s),veh/h/ln	1810	0	1810	1654	0	1644	1739	0	1816	1711	0	1840
Q Serve(g_s), s	0.9	0.0	4.2	1.8	0.0	4.9	0.8	0.0	8.0	1.1	0.0	10.1
Cycle Q Clear(g_c), s	0.9	0.0	4.2	1.8	0.0	4.9	0.8	0.0	8.0	1.1	0.0	10.1
Prop In Lane	1.00		0.18	1.00		0.46	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	245	0	182	256	0	202	552	0	917	616	0	958
V/C Ratio(X)	0.11	0.00	0.63	0.20	0.00	0.61	0.08	0.00	0.37	0.10	0.00	0.45
Avail Cap(c_a), veh/h	353	0	340	318	0	308	631	0	917	666	0	958
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	26.0	0.0	29.9	25.1	0.0	28.8	7.5	0.0	10.5	6.9	0.0	10.4
Incr Delay (d2), s/veh	0.2	0.0	3.5	0.4	0.0	3.0	0.1	0.0	1.2	0.1	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.9	0.7	0.0	2.0	0.2	0.0	3.0	0.3	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	0.0	33.4	25.5	0.0	31.8	7.5	0.0	11.6	7.0	0.0	11.9
LnGrp LOS	C	A	C	C	A	C	A	A	B	A	A	B
Approach Vol, veh/h		141			174			384			493	
Approach Delay, s/veh		32.1			30.0			11.2			11.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	40.0	8.4	12.0	7.9	41.1	6.8	13.5
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	35.0	7.0	13.0	7.0	35.0	7.0	13.0
Max Q Clear Time (g_c+I1), s	3.1	10.0	3.8	6.2	2.8	12.1	2.9	6.9
Green Ext Time (p_c), s	0.0	2.0	0.0	0.3	0.0	2.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	73	60	25	58	142	40	594	4	98	528	53
Future Volume (veh/h)	112	73	60	25	58	142	40	594	4	98	528	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1900	1841	1900	1900	1900	1885	1885	1900	1870	1870
Adj Flow Rate, veh/h	122	79	65	27	63	154	43	646	4	107	574	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	0	4	0	0	0	1	1	0	2	2
Cap, veh/h	278	191	157	319	75	183	351	832	5	363	788	80
Arrive On Green	0.08	0.20	0.20	0.04	0.15	0.15	0.05	0.44	0.44	0.08	0.47	0.47
Sat Flow, veh/h	1781	964	793	1753	489	1196	1810	1872	12	1810	1671	169
Grp Volume(v), veh/h	122	0	144	27	0	217	43	0	650	107	0	632
Grp Sat Flow(s),veh/h/ln	1781	0	1757	1753	0	1685	1810	0	1883	1810	0	1840
Q Serve(g_s), s	4.2	0.0	5.5	1.0	0.0	9.6	0.9	0.0	22.4	2.3	0.0	21.1
Cycle Q Clear(g_c), s	4.2	0.0	5.5	1.0	0.0	9.6	0.9	0.0	22.4	2.3	0.0	21.1
Prop In Lane	1.00		0.45	1.00		0.71	1.00		0.01	1.00		0.09
Lane Grp Cap(c), veh/h	278	0	348	319	0	259	351	0	837	363	0	868
V/C Ratio(X)	0.44	0.00	0.41	0.08	0.00	0.84	0.12	0.00	0.78	0.29	0.00	0.73
Avail Cap(c_a), veh/h	313	0	348	455	0	286	417	0	837	380	0	868
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	23.6	0.0	26.8	25.3	0.0	31.5	12.3	0.0	18.0	12.9	0.0	16.3
Incr Delay (d2), s/veh	1.1	0.0	0.8	0.1	0.0	18.1	0.2	0.0	7.0	0.4	0.0	5.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.3	0.4	0.0	5.1	0.3	0.0	10.2	0.8	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.7	0.0	27.6	25.4	0.0	49.5	12.5	0.0	25.0	13.3	0.0	21.6
LnGrp LOS	C	A	C	C	A	D	B	A	C	B	A	C
Approach Vol, veh/h		266			244			693			739	
Approach Delay, s/veh		26.2			46.8			24.2			20.4	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	39.0	7.1	20.2	8.2	41.1	10.5	16.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	34.0	9.0	12.0	7.0	34.0	8.0	13.0
Max Q Clear Time (g_c+I1), s	4.3	24.4	3.0	7.5	2.9	23.1	6.2	11.6
Green Ext Time (p_c), s	0.1	3.0	0.0	0.3	0.0	3.1	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	86	19	47	61	52	39	418	9	59	936	18
Future Volume (veh/h)	25	86	19	47	61	52	39	418	9	59	936	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1737	1781	1841	1826	1841	1900	1796	1885	1900
Adj Flow Rate, veh/h	27	93	21	51	66	57	42	454	10	64	1017	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	2	0	11	8	4	5	4	0	7	1	0
Cap, veh/h	200	128	29	212	93	81	219	1031	23	581	1082	21
Arrive On Green	0.04	0.09	0.09	0.06	0.11	0.11	0.05	0.57	0.57	0.06	0.59	0.59
Sat Flow, veh/h	1810	1477	333	1654	882	762	1739	1794	40	1711	1842	36
Grp Volume(v), veh/h	27	0	114	51	0	123	42	0	464	64	0	1037
Grp Sat Flow(s),veh/h/ln	1810	0	1810	1654	0	1644	1739	0	1834	1711	0	1879
Q Serve(g_s), s	1.1	0.0	5.1	2.3	0.0	6.0	0.8	0.0	12.0	1.2	0.0	42.4
Cycle Q Clear(g_c), s	1.1	0.0	5.1	2.3	0.0	6.0	0.8	0.0	12.0	1.2	0.0	42.4
Prop In Lane	1.00		0.18	1.00		0.46	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	200	0	157	212	0	174	219	0	1054	581	0	1104
V/C Ratio(X)	0.14	0.00	0.73	0.24	0.00	0.71	0.19	0.00	0.44	0.11	0.00	0.94
Avail Cap(c_a), veh/h	281	0	217	255	0	197	274	0	1054	614	0	1104
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	32.5	0.0	37.2	31.7	0.0	36.1	17.1	0.0	10.1	6.6	0.0	15.9
Incr Delay (d2), s/veh	0.3	0.0	7.4	0.6	0.0	9.6	0.4	0.0	1.3	0.1	0.0	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.5	0.9	0.0	2.8	0.4	0.0	4.6	0.4	0.0	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.8	0.0	44.6	32.3	0.0	45.7	17.5	0.0	11.4	6.6	0.0	31.8
LnGrp LOS	C	A	D	C	A	D	B	A	B	A	A	C
Approach Vol, veh/h		141			174			506			1101	
Approach Delay, s/veh		42.3			41.8			11.9			30.4	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	53.0	8.9	12.2	8.4	54.1	7.3	13.8
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	48.0	7.0	10.0	7.0	48.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	3.2	14.0	4.3	7.1	2.8	44.4	3.1	8.0
Green Ext Time (p_c), s	0.0	3.1	0.0	0.1	0.0	2.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	73	60	25	58	142	40	1222	4	98	948	53
Future Volume (veh/h)	112	73	60	25	58	142	40	1222	4	98	948	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870	1841	1900	1900	1900	1900	1900	1900	1885	1900
Adj Flow Rate, veh/h	122	79	65	27	63	154	43	1328	4	107	1030	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	4	0	0	0	0	0	0	1	0
Cap, veh/h	164	103	85	155	41	100	242	1233	4	163	1173	66
Arrive On Green	0.06	0.11	0.11	0.03	0.08	0.08	0.04	0.65	0.65	0.06	0.66	0.66
Sat Flow, veh/h	1781	964	793	1753	489	1196	1810	1893	6	1810	1768	100
Grp Volume(v), veh/h	122	0	144	27	0	217	43	0	1332	107	0	1088
Grp Sat Flow(s),veh/h/ln	1781	0	1757	1753	0	1685	1810	0	1899	1810	0	1867
Q Serve(g_s), s	7.0	0.0	9.5	1.7	0.0	10.0	0.9	0.0	78.0	2.9	0.0	56.3
Cycle Q Clear(g_c), s	7.0	0.0	9.5	1.7	0.0	10.0	0.9	0.0	78.0	2.9	0.0	56.3
Prop In Lane	1.00		0.45	1.00		0.71	1.00		0.00	1.00		0.05
Lane Grp Cap(c), veh/h	164	0	188	155	0	141	242	0	1236	163	0	1239
V/C Ratio(X)	0.74	0.00	0.76	0.17	0.00	1.54	0.18	0.00	1.08	0.66	0.00	0.88
Avail Cap(c_a), veh/h	164	0	188	196	0	141	268	0	1236	166	0	1239
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	47.7	0.0	52.0	47.5	0.0	54.9	19.3	0.0	20.9	34.2	0.0	16.3
Incr Delay (d2), s/veh	16.6	0.0	16.8	0.5	0.0	276.5	0.3	0.0	49.2	8.9	0.0	9.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.0	5.1	0.7	0.0	15.0	0.6	0.0	47.1	2.4	0.0	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	0.0	68.8	48.0	0.0	331.4	19.7	0.0	70.1	43.1	0.0	25.3
LnGrp LOS	E	A	E	D	A	F	B	A	F	D	A	C
Approach Vol, veh/h		266			244			1375			1195	
Approach Delay, s/veh		66.7			300.1			68.5			26.9	
Approach LOS		E			F			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	83.0	8.1	17.9	9.3	84.5	11.0	15.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	78.0	7.0	10.0	7.0	78.0	7.0	10.0
Max Q Clear Time (g_c+I1), s	4.9	80.0	3.7	11.5	2.9	58.3	9.0	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	86	19	47	61	52	39	418	9	59	936	18
Future Volume (veh/h)	25	86	19	47	61	52	39	418	9	59	936	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1737	1781	1841	1826	1841	1900	1796	1885	1900
Adj Flow Rate, veh/h	27	93	21	51	66	57	42	454	10	64	1017	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	2	0	11	8	4	5	4	0	7	1	0
Cap, veh/h	217	134	30	229	98	85	393	1912	42	637	2014	40
Arrive On Green	0.04	0.09	0.09	0.06	0.11	0.11	0.05	0.55	0.55	0.07	0.56	0.56
Sat Flow, veh/h	1810	1477	333	1654	882	762	1739	3499	77	1711	3593	71
Grp Volume(v), veh/h	27	0	114	51	0	123	42	227	237	64	507	530
Grp Sat Flow(s),veh/h/ln	1810	0	1810	1654	0	1644	1739	1749	1827	1711	1791	1872
Q Serve(g_s), s	1.0	0.0	4.7	2.1	0.0	5.5	0.8	5.2	5.2	1.2	13.3	13.3
Cycle Q Clear(g_c), s	1.0	0.0	4.7	2.1	0.0	5.5	0.8	5.2	5.2	1.2	13.3	13.3
Prop In Lane	1.00		0.18	1.00		0.46	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	217	0	165	229	0	183	393	956	998	637	1004	1049
V/C Ratio(X)	0.12	0.00	0.69	0.22	0.00	0.67	0.11	0.24	0.24	0.10	0.51	0.51
Avail Cap(c_a), veh/h	310	0	377	280	0	342	458	956	998	676	1004	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	33.9	28.7	0.0	32.8	7.3	9.1	9.1	6.1	10.4	10.4
Incr Delay (d2), s/veh	0.3	0.0	5.1	0.5	0.0	4.2	0.1	0.6	0.6	0.1	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	2.2	0.8	0.0	2.3	0.2	1.9	1.9	0.3	4.9	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	39.0	29.2	0.0	37.0	7.5	9.7	9.6	6.2	12.2	12.1
LnGrp LOS	C	A	D	C	A	D	A	A	A	A	B	B
Approach Vol, veh/h		141			174			506			1101	
Approach Delay, s/veh		37.3			34.7			9.5			11.8	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.0	8.6	12.0	8.1	48.1	7.1	13.6
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	42.0	7.0	16.0	7.0	42.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	3.2	7.2	4.1	6.7	2.8	15.3	3.0	7.5
Green Ext Time (p_c), s	0.0	2.8	0.0	0.3	0.0	7.3	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	73	60	25	58	142	40	1222	4	98	948	53
Future Volume (veh/h)	112	73	60	25	58	142	40	1222	4	98	948	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870	1841	1900	1900	1900	1900	1900	1900	1885	1900
Adj Flow Rate, veh/h	122	79	65	27	63	154	43	1328	4	107	1030	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	4	0	0	0	0	0	0	1	0
Cap, veh/h	259	186	153	302	75	184	333	1760	5	301	1726	97
Arrive On Green	0.08	0.19	0.19	0.04	0.15	0.15	0.05	0.48	0.48	0.08	0.50	0.50
Sat Flow, veh/h	1781	964	793	1753	489	1196	1810	3692	11	1810	3447	194
Grp Volume(v), veh/h	122	0	144	27	0	217	43	649	683	107	535	553
Grp Sat Flow(s),veh/h/ln	1781	0	1757	1753	0	1685	1810	1805	1898	1810	1791	1850
Q Serve(g_s), s	4.6	0.0	6.0	1.1	0.0	10.5	1.0	24.7	24.7	2.4	17.9	17.9
Cycle Q Clear(g_c), s	4.6	0.0	6.0	1.1	0.0	10.5	1.0	24.7	24.7	2.4	17.9	17.9
Prop In Lane	1.00		0.45	1.00		0.71	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	259	0	339	302	0	259	333	861	905	301	897	926
V/C Ratio(X)	0.47	0.00	0.42	0.09	0.00	0.84	0.13	0.75	0.75	0.36	0.60	0.60
Avail Cap(c_a), veh/h	267	0	339	464	0	321	388	861	905	356	897	926
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	0.0	29.8	27.8	0.0	34.5	11.1	17.9	17.9	13.8	14.9	14.9
Incr Delay (d2), s/veh	1.3	0.0	0.8	0.1	0.0	14.8	0.2	6.1	5.8	0.7	2.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.6	0.4	0.0	5.3	0.4	10.7	11.1	0.9	7.3	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	0.0	30.6	28.0	0.0	49.3	11.3	24.0	23.7	14.5	17.8	17.8
LnGrp LOS	C	A	C	C	A	D	B	C	C	B	B	B
Approach Vol, veh/h		266			244			1375			1195	
Approach Delay, s/veh		29.3			46.9			23.5			17.5	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	45.0	7.3	21.2	8.4	47.0	10.6	17.9
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	9.0	40.0	11.0	12.0	7.0	42.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	14.4	26.7	3.1	8.0	3.0	19.9	6.6	12.5
Green Ext Time (p_c), s	0.1	7.2	0.0	0.2	0.0	7.4	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	6.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	67	0	1	32	7	2	51	21	24	34	90
Future Vol, veh/h	112	67	0	1	32	7	2	51	21	24	34	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	0	0	0	0	0	12	0	0	0	8
Mvmt Flow	122	73	0	1	35	8	2	55	23	26	37	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	230	220	86	246	258	67	135	0	0	78	0	0
Stage 1	138	138	-	71	71	-	-	-	-	-	-	-
Stage 2	92	82	-	175	187	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	723	677	978	712	650	1002	1462	-	-	1533	-	-
Stage 1	863	780	-	944	840	-	-	-	-	-	-	-
Stage 2	913	825	-	832	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	677	663	978	642	637	1002	1462	-	-	1533	-	-
Mov Cap-2 Maneuver	677	663	-	642	637	-	-	-	-	-	-	-
Stage 1	862	765	-	943	839	-	-	-	-	-	-	-
Stage 2	868	824	-	738	735	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	12.5	10.6	0.2	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1462	-	-	681	672	1533	-	-
HCM Lane V/C Ratio	0.001	-	-	0.064	0.29	0.017	-	-
HCM Control Delay (s)	7.5	0	-	10.6	12.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.2	0.1	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	126	81	0	1	96	25	1	62	6	21	2	111
Future Vol, veh/h	126	81	0	1	96	25	1	62	6	21	2	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	2	0	0	0	1
Mvmt Flow	137	88	0	1	104	27	1	67	7	23	2	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	247	185	63	226	242	71	123	0	0	74	0	0
Stage 1	109	109	-	73	73	-	-	-	-	-	-	-
Stage 2	138	76	-	153	169	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	711	711	1007	734	663	997	1477	-	-	1538	-	-
Stage 1	901	807	-	942	838	-	-	-	-	-	-	-
Stage 2	870	834	-	854	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	599	699	1007	655	652	997	1477	-	-	1538	-	-
Mov Cap-2 Maneuver	599	699	-	655	652	-	-	-	-	-	-	-
Stage 1	900	794	-	941	837	-	-	-	-	-	-	-
Stage 2	740	833	-	747	751	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	13.7	11.3	0.1	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1477	-	-	702	635	1538	-	-
HCM Lane V/C Ratio	0.001	-	-	0.189	0.354	0.015	-	-
HCM Control Delay (s)	7.4	0	-	11.3	13.7	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	1.6	0	-	-

Intersection	
Int Delay, s/veh	6.5

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	112	67	0	1	32	7	2	51	21	24	34	90
Future Vol, veh/h	112	67	0	1	32	7	2	51	21	24	34	90
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	0	0	0	0	0	12	0	0	0	8
Mvmt Flow	122	73	0	1	35	8	2	55	23	26	37	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	230	220	86	246	258	67	135	0	0	78	0	0
Stage 1	138	138	-	71	71	-	-	-	-	-	-	-
Stage 2	92	82	-	175	187	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	723	677	978	712	650	1002	1462	-	-	1533	-	-
Stage 1	863	780	-	944	840	-	-	-	-	-	-	-
Stage 2	913	825	-	832	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	677	663	978	642	637	1002	1462	-	-	1533	-	-
Mov Cap-2 Maneuver	677	663	-	642	637	-	-	-	-	-	-	-
Stage 1	862	765	-	943	839	-	-	-	-	-	-	-
Stage 2	868	824	-	738	735	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	12.5	10.6	0.2	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1462	-	-	681	672	1533	-	-
HCM Lane V/C Ratio	0.001	-	-	0.064	0.29	0.017	-	-
HCM Control Delay (s)	7.5	0	-	10.6	12.5	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.2	0.1	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	126	81	0	1	96	25	1	121	6	21	2	111
Future Vol, veh/h	126	81	0	1	96	25	1	121	6	21	2	111
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	0	0	0	2	0	0	0	1
Mvmt Flow	137	88	0	1	104	27	1	132	7	23	2	121

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	312	250	63	291	307	136	123	0	0	139	0	0
Stage 1	109	109	-	138	138	-	-	-	-	-	-	-
Stage 2	203	141	-	153	169	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	644	655	1007	665	610	918	1477	-	-	1457	-	-
Stage 1	901	807	-	870	786	-	-	-	-	-	-	-
Stage 2	804	782	-	854	763	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	534	643	1007	587	599	918	1477	-	-	1457	-	-
Mov Cap-2 Maneuver	534	643	-	587	599	-	-	-	-	-	-	-
Stage 1	900	793	-	869	785	-	-	-	-	-	-	-
Stage 2	676	781	-	746	750	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	15.3	12	0.1	1.2
HCM LOS	C	B		

Minor Lane/Major Mvmt	NEL	NET	NER	NWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1477	-	-	645	572	1457	-	-
HCM Lane V/C Ratio	0.001	-	-	0.206	0.393	0.016	-	-
HCM Control Delay (s)	7.4	0	-	12	15.3	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	1.9	0	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	1	1	10	0	8	0	3	0	0	1
Future Vol, veh/h	1	6	1	1	10	0	8	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	7	1	1	11	0	9	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	8	0	0	24	23	8	24	23	11
Stage 1	-	-	-	-	-	-	10	10	-	13	13	-
Stage 2	-	-	-	-	-	-	14	13	-	11	10	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1621	-	-	1625	-	-	993	874	1080	993	874	1076
Stage 1	-	-	-	-	-	-	1016	891	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	889	-	1015	891	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1621	-	-	1625	-	-	990	872	1080	988	872	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	990	872	-	988	872	-
Stage 1	-	-	-	-	-	-	1015	890	-	1012	888	-
Stage 2	-	-	-	-	-	-	1009	888	-	1011	890	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7	8.6	8.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1013	1621	-	-	1625	-	-	1076
HCM Lane V/C Ratio	0.012	0.001	-	-	0.001	-	-	0.001
HCM Control Delay (s)	8.6	7.2	0	-	7.2	0	-	8.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	10	6	1	17	0	18	0	4	1	1	0
Future Vol, veh/h	0	10	6	1	17	0	18	0	4	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	6	0	0	0	0	0
Mvmt Flow	0	11	7	1	18	0	20	0	4	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	18	0	0	36	35	15	37	38	18
Stage 1	-	-	-	-	-	-	15	15	-	20	20	-
Stage 2	-	-	-	-	-	-	21	20	-	17	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	960	861	1070	973	858	1066
Stage 1	-	-	-	-	-	-	995	887	-	1004	883	-
Stage 2	-	-	-	-	-	-	987	883	-	1008	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	958	860	1070	968	857	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	958	860	-	968	857	-
Stage 1	-	-	-	-	-	-	995	887	-	1004	882	-
Stage 2	-	-	-	-	-	-	985	882	-	1004	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.8	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	1612	-	-	1612	-	-	909
HCM Lane V/C Ratio	0.024	-	-	-	0.001	-	-	0.002
HCM Control Delay (s)	8.8	0	-	-	7.2	0	-	9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	6	1	1	10	0	8	0	3	0	0	1
Future Vol, veh/h	1	6	1	1	10	0	8	0	3	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	7	1	1	11	0	9	0	3	0	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	11	0	0	8	0	0	24	23	8	24	23	11
Stage 1	-	-	-	-	-	-	10	10	-	13	13	-
Stage 2	-	-	-	-	-	-	14	13	-	11	10	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1621	-	-	1625	-	-	993	874	1080	993	874	1076
Stage 1	-	-	-	-	-	-	1016	891	-	1013	889	-
Stage 2	-	-	-	-	-	-	1011	889	-	1015	891	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1621	-	-	1625	-	-	990	872	1080	988	872	1076
Mov Cap-2 Maneuver	-	-	-	-	-	-	990	872	-	988	872	-
Stage 1	-	-	-	-	-	-	1015	890	-	1012	888	-
Stage 2	-	-	-	-	-	-	1009	888	-	1011	890	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7	8.6	8.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1013	1621	-	-	1625	-	-	1076
HCM Lane V/C Ratio	0.012	0.001	-	-	0.001	-	-	0.001
HCM Control Delay (s)	8.6	7.2	0	-	7.2	0	-	8.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	10	6	1	17	0	18	0	4	1	1	0
Future Vol, veh/h	0	10	6	1	17	0	18	0	4	1	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	6	0	0	0	0	0
Mvmt Flow	0	11	7	1	18	0	20	0	4	1	1	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	18	0	0	18	0	0	36	35	15	37	38	18
Stage 1	-	-	-	-	-	-	15	15	-	20	20	-
Stage 2	-	-	-	-	-	-	21	20	-	17	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.16	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.554	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1612	-	-	1612	-	-	960	861	1070	973	858	1066
Stage 1	-	-	-	-	-	-	995	887	-	1004	883	-
Stage 2	-	-	-	-	-	-	987	883	-	1008	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1612	-	-	1612	-	-	958	860	1070	968	857	1066
Mov Cap-2 Maneuver	-	-	-	-	-	-	958	860	-	968	857	-
Stage 1	-	-	-	-	-	-	995	887	-	1004	882	-
Stage 2	-	-	-	-	-	-	985	882	-	1004	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	8.8	9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	977	1612	-	-	1612	-	-	909
HCM Lane V/C Ratio	0.024	-	-	-	0.001	-	-	0.002
HCM Control Delay (s)	8.8	0	-	-	7.2	0	-	9
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	3	4	54	5	1	3	359	57	1	436	2
Future Vol, veh/h	2	3	4	54	5	1	3	359	57	1	436	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	0	0	0	0	5	5	0	3	0
Mvmt Flow	2	3	4	59	5	1	3	390	62	1	474	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	907	935	475	908	905	421	476	0	0	452	0	0
Stage 1	477	477	-	427	427	-	-	-	-	-	-	-
Stage 2	430	458	-	481	478	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	259	236	594	258	278	637	1097	-	-	1119	-	-
Stage 1	573	508	-	610	589	-	-	-	-	-	-	-
Stage 2	607	518	-	570	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	235	594	252	277	637	1097	-	-	1119	-	-
Mov Cap-2 Maneuver	254	235	-	252	277	-	-	-	-	-	-	-
Stage 1	571	507	-	608	587	-	-	-	-	-	-	-
Stage 2	598	516	-	562	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	23.7	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1097	-	-	329	257	1119	-	-
HCM Lane V/C Ratio	0.003	-	-	0.03	0.254	0.001	-	-
HCM Control Delay (s)	8.3	0	-	16.3	23.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	5	17	1	2	141	616	48	2	627	8
Future Vol, veh/h	6	1	5	17	1	2	141	616	48	2	627	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	0
Mvmt Flow	7	1	5	18	1	2	153	670	52	2	682	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1695	1719	687	1696	1697	696	691	0	0	722	0	0
Stage 1	691	691	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1004	1028	-	694	695	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	91	450	74	93	445	913	-	-	889	-	-
Stage 1	438	449	-	295	323	-	-	-	-	-	-	-
Stage 2	294	314	-	436	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	65	450	56	66	445	913	-	-	889	-	-
Mov Cap-2 Maneuver	57	65	-	56	66	-	-	-	-	-	-	-
Stage 1	314	447	-	212	232	-	-	-	-	-	-	-
Stage 2	209	225	-	428	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	51.1	91.6	1.7	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	91	62	889	-	-
HCM Lane V/C Ratio	0.168	-	-	0.143	0.351	0.002	-	-
HCM Control Delay (s)	9.7	0	-	51.1	91.6	9.1	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.5	1.3	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	3	4	54	5	1	3	359	57	1	436	2
Future Vol, veh/h	2	3	4	54	5	1	3	359	57	1	436	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	0	0	0	0	5	5	0	3	0
Mvmt Flow	2	3	4	59	5	1	3	390	62	1	474	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	907	935	475	908	905	421	476	0	0	452	0	0
Stage 1	477	477	-	427	427	-	-	-	-	-	-	-
Stage 2	430	458	-	481	478	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	259	236	594	258	278	637	1097	-	-	1119	-	-
Stage 1	573	508	-	610	589	-	-	-	-	-	-	-
Stage 2	607	518	-	570	559	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	254	235	594	252	277	637	1097	-	-	1119	-	-
Mov Cap-2 Maneuver	254	235	-	252	277	-	-	-	-	-	-	-
Stage 1	571	507	-	608	587	-	-	-	-	-	-	-
Stage 2	598	516	-	562	558	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	23.7	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1097	-	-	254	359	257	1119	-	-
HCM Lane V/C Ratio	0.003	-	-	0.009	0.021	0.254	0.001	-	-
HCM Control Delay (s)	8.3	0	-	19.3	15.2	23.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	1	0	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	5	17	1	2	141	616	48	2	627	8
Future Vol, veh/h	6	1	5	17	1	2	141	616	48	2	627	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	2	0
Mvmt Flow	7	1	5	18	1	2	153	670	52	2	682	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1695	1719	687	1696	1697	696	691	0	0	722	0	0
Stage 1	691	691	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1004	1028	-	694	695	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	91	450	74	93	445	913	-	-	889	-	-
Stage 1	438	449	-	295	323	-	-	-	-	-	-	-
Stage 2	294	314	-	436	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	65	450	56	66	445	913	-	-	889	-	-
Mov Cap-2 Maneuver	57	65	-	56	66	-	-	-	-	-	-	-
Stage 1	314	447	-	212	232	-	-	-	-	-	-	-
Stage 2	209	225	-	428	445	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.8	91.6	1.7	0
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	913	-	-	57	226	62	889	-	-
HCM Lane V/C Ratio	0.168	-	-	0.114	0.029	0.351	0.002	-	-
HCM Control Delay (s)	9.7	0	-	76.2	21.4	91.6	9.1	0	-
HCM Lane LOS	A	A	-	F	C	F	A	A	-
HCM 95th %tile Q(veh)	0.6	-	-	0.4	0.1	1.3	0	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	3	4	54	5	1	3	359	57	1	996	2
Future Vol, veh/h	2	3	4	54	5	1	3	359	57	1	996	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	0	0	0	0	4	5	0	1	0
Mvmt Flow	2	3	4	59	5	1	3	390	62	1	1083	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1516	1544	1084	1517	1514	421	1085	0	0	452	0	0
Stage 1	1086	1086	-	427	427	-	-	-	-	-	-	-
Stage 2	430	458	-	1090	1087	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.83	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.83	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.297	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	99	98	266	99	121	637	651	-	-	1119	-	-
Stage 1	264	258	-	610	589	-	-	-	-	-	-	-
Stage 2	607	518	-	263	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	95	97	266	94	120	637	651	-	-	1119	-	-
Mov Cap-2 Maneuver	95	97	-	94	120	-	-	-	-	-	-	-
Stage 1	262	257	-	606	585	-	-	-	-	-	-	-
Stage 2	597	515	-	255	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34	97.5	0.1	0
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	651	-	-	134	97	1119	-	-
HCM Lane V/C Ratio	0.005	-	-	0.073	0.672	0.001	-	-
HCM Control Delay (s)	10.6	0	-	34	97.5	8.2	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	3.3	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	1	5	17	1	2	14	1244	107	2	1047	8
Future Vol, veh/h	6	1	5	17	1	2	14	1244	107	2	1047	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	7	1	5	18	1	2	15	1352	116	2	1138	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2589	2645	1143	2590	2591	1410	1147	0	0	1468	0	0
Stage 1	1147	1147	-	1440	1440	-	-	-	-	-	-	-
Stage 2	1442	1498	-	1150	1151	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	17	24	246	~ 17	26	171	616	-	-	466	-	-
Stage 1	244	276	-	167	200	-	-	-	-	-	-	-
Stage 2	166	187	-	243	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	14	20	246	~ 14	22	171	616	-	-	466	-	-
Mov Cap-2 Maneuver	14	20	-	~ 14	22	-	-	-	-	-	-	-
Stage 1	209	273	-	143	172	-	-	-	-	-	-	-
Stage 2	140	160	-	234	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	269.6	$ 690.3	0.1	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	616	-	-	24	16	466	-	-
HCM Lane V/C Ratio	0.025	-	-	0.543	1.359	0.005	-	-
HCM Control Delay (s)	11	0	-	269.6	$ 690.3	12.8	0	-
HCM Lane LOS	B	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.6	3.2	0	-	-

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	3	4	54	5	1	3	359	57	1	996	2
Future Vol, veh/h	2	3	4	54	5	1	3	359	57	1	996	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	33	0	0	0	0	0	4	5	0	1	0
Mvmt Flow	2	3	4	59	5	1	3	390	62	1	1083	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1290	1544	543	972	1514	226	1085	0	0	452	0	0
Stage 1	1086	1086	-	427	427	-	-	-	-	-	-	-
Stage 2	204	458	-	545	1087	-	-	-	-	-	-	-
Critical Hdwy	7.5	7.16	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	6.16	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	6.16	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.33	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	123	85	489	210	121	783	651	-	-	1119	-	-
Stage 1	234	232	-	581	589	-	-	-	-	-	-	-
Stage 2	785	494	-	495	295	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	84	489	201	120	783	651	-	-	1119	-	-
Mov Cap-2 Maneuver	118	84	-	201	120	-	-	-	-	-	-	-
Stage 1	233	232	-	578	585	-	-	-	-	-	-	-
Stage 2	772	491	-	483	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	30.3	0.1	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	651	-	-	118	159	201	140	1119	-	-
HCM Lane V/C Ratio	0.005	-	-	0.018	0.048	0.292	0.047	0.001	-	-
HCM Control Delay (s)	10.6	0	-	36.1	28.8	30.1	32	8.2	0	-
HCM Lane LOS	B	A	-	E	D	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	1.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1	5	17	1	2	14	1244	107	2	1047	8
Future Vol, veh/h	6	1	5	17	1	2	14	1244	107	2	1047	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	7	1	5	18	1	2	15	1352	116	2	1138	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1854	2645	574	2014	2591	734	1147	0	0	1468	0	0
Stage 1	1147	1147	-	1440	1440	-	-	-	-	-	-	-
Stage 2	707	1498	-	574	1151	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	47	24	467	35	26	367	616	-	-	466	-	-
Stage 1	215	276	-	142	200	-	-	-	-	-	-	-
Stage 2	397	187	-	476	275	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	20	467	29	22	367	616	-	-	466	-	-
Mov Cap-2 Maneuver	40	20	-	29	22	-	-	-	-	-	-	-
Stage 1	184	273	-	122	172	-	-	-	-	-	-	-
Stage 2	336	160	-	463	272	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	77.9	225.6	0.8	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	616	-	-	40	99	29	59	466	-	-
HCM Lane V/C Ratio	0.025	-	-	0.163	0.066	0.637	0.055	0.005	-	-
HCM Control Delay (s)	11	0.8	-	111.8	43.9	253.1	69.6	12.8	0.1	-
HCM Lane LOS	B	A	-	F	E	F	F	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	2.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	13	151	68	18	18	14
Future Vol, veh/h	13	151	68	18	18	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	31	6	9	0	6	7
Mvmt Flow	14	164	74	20	20	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	94	0	-	0	276	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	192	-
Critical Hdwy	4.41	-	-	-	6.46	6.27
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.479	-	-	-	3.554	3.363
Pot Cap-1 Maneuver	1337	-	-	-	705	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1337	-	-	-	697	962
Mov Cap-2 Maneuver	-	-	-	-	697	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	831	-

Approach	SE	NW	SW
HCM Control Delay, s	0.6	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1337	-	793
HCM Lane V/C Ratio	-	-	0.011	-	0.044
HCM Control Delay (s)	-	-	7.7	0	9.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	8	137	218	55	14	9
Future Vol, veh/h	8	137	218	55	14	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	1	2	0	0
Mvmt Flow	9	149	237	60	15	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	297	0	-	0	434	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	167	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1276	-	-	-	583	777
Stage 1	-	-	-	-	782	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1276	-	-	-	578	777
Mov Cap-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	867	-

Approach	SE	NW	SW
HCM Control Delay, s	0.4	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1276	-	642
HCM Lane V/C Ratio	-	-	0.007	-	0.039
HCM Control Delay (s)	-	-	7.8	0	10.8
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	17	276	108	18	18	23
Future Vol, veh/h	17	276	108	18	18	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	24	3	6	0	6	4
Mvmt Flow	18	300	117	20	20	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	137	0	-	0	463	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	336	-
Critical Hdwy	4.34	-	-	-	6.46	6.24
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.416	-	-	-	3.554	3.336
Pot Cap-1 Maneuver	1322	-	-	-	550	918
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1322	-	-	-	541	918
Mov Cap-2 Maneuver	-	-	-	-	541	-
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	715	-

Approach	SE	NW	SW
HCM Control Delay, s	0.5	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1322	-	703
HCM Lane V/C Ratio	-	-	0.014	-	0.063
HCM Control Delay (s)	-	-	7.8	0	10.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	19	216	609	55	14	17
Future Vol, veh/h	19	216	609	55	14	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	2	0	0
Mvmt Flow	21	235	662	60	15	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	722	0	-	0	969	692
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	277	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	889	-	-	-	284	447
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	276	447
Mov Cap-2 Maneuver	-	-	-	-	276	-
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	774	-

Approach	SE	NW	SW
HCM Control Delay, s	0.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	889	-	349
HCM Lane V/C Ratio	-	-	0.023	-	0.097
HCM Control Delay (s)	-	-	9.1	0	16.4
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0.1	-	0.3

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	7	3	2	5	0	0	11	0	1	5	0
Future Vol, veh/h	0	7	3	2	5	0	0	11	0	1	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	8	3	2	5	0	0	12	0	1	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	22	19	5	25	19	12	5	0	0	12	0	0
Stage 1	7	7	-	12	12	-	-	-	-	-	-	-
Stage 2	15	12	-	13	7	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.53	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.597	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	995	879	994	991	879	1074	1630	-	-	1620	-	-
Stage 1	1020	894	-	1014	890	-	-	-	-	-	-	-
Stage 2	1010	890	-	1013	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	990	878	994	980	878	1074	1630	-	-	1620	-	-
Mov Cap-2 Maneuver	990	878	-	980	878	-	-	-	-	-	-	-
Stage 1	1020	893	-	1014	890	-	-	-	-	-	-	-
Stage 2	1004	890	-	1000	893	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	9	0	1.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	910	905	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.012	0.008	0.001	-	-
HCM Control Delay (s)	0	-	-	9	9	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	6	1	2	11	2	2	27	5	0	8	0
Future Vol, veh/h	0	6	1	2	11	2	2	27	5	0	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	0	7	1	2	12	2	2	29	5	0	9	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	52	47	9	49	45	32	9	0	0	34	0	0
Stage 1	9	9	-	36	36	-	-	-	-	-	-	-
Stage 2	43	38	-	13	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	952	849	1079	956	851	1048	1624	-	-	1591	-	-
Stage 1	1017	892	-	985	869	-	-	-	-	-	-	-
Stage 2	976	867	-	1013	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	939	848	1079	948	850	1048	1624	-	-	1591	-	-
Mov Cap-2 Maneuver	939	848	-	948	850	-	-	-	-	-	-	-
Stage 1	1016	892	-	984	868	-	-	-	-	-	-	-
Stage 2	960	866	-	1005	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	9.1	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	875	884	1591	-	-
HCM Lane V/C Ratio	0.001	-	-	0.009	0.018	-	-	-
HCM Control Delay (s)	7.2	0	-	9.2	9.1	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	11	3	2	14	0	0	11	0	1	5	0
Future Vol, veh/h	0	11	3	2	14	0	0	11	0	1	5	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	12	3	2	15	0	0	12	0	1	5	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	27	19	5	27	19	12	5	0	0	12	0	0
Stage 1	7	7	-	12	12	-	-	-	-	-	-	-
Stage 2	20	12	-	15	7	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.53	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.597	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	988	879	994	988	879	1074	1630	-	-	1620	-	-
Stage 1	1020	894	-	1014	890	-	-	-	-	-	-	-
Stage 2	1004	890	-	1010	894	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	974	878	994	974	878	1074	1630	-	-	1620	-	-
Mov Cap-2 Maneuver	974	878	-	974	878	-	-	-	-	-	-	-
Stage 1	1020	893	-	1014	890	-	-	-	-	-	-	-
Stage 2	987	890	-	992	893	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	901	889	1620	-	-
HCM Lane V/C Ratio	-	-	-	0.017	0.02	0.001	-	-
HCM Control Delay (s)	0	-	-	9.1	9.1	7.2	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	17	1	2	19	2	2	27	5	0	8	0
Future Vol, veh/h	0	17	1	2	19	2	2	27	5	0	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	0	0
Mvmt Flow	0	18	1	2	21	2	2	29	5	0	9	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	56	47	9	55	45	32	9	0	0	34	0	0
Stage 1	9	9	-	36	36	-	-	-	-	-	-	-
Stage 2	47	38	-	19	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	946	849	1079	948	851	1048	1624	-	-	1591	-	-
Stage 1	1017	892	-	985	869	-	-	-	-	-	-	-
Stage 2	972	867	-	1005	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	926	848	1079	931	850	1048	1624	-	-	1591	-	-
Mov Cap-2 Maneuver	926	848	-	931	850	-	-	-	-	-	-	-
Stage 1	1016	892	-	984	868	-	-	-	-	-	-	-
Stage 2	946	866	-	983	892	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	858	871	1591	-	-
HCM Lane V/C Ratio	0.001	-	-	0.023	0.029	-	-	-
HCM Control Delay (s)	7.2	0	-	9.3	9.3	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	33	7	0	18	6	18	60	3
Future Vol, veh/h	0	0	0	11	33	7	0	18	6	18	60	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	3	0	0	6	33	6	0	0
Mvmt Flow	0	0	0	12	36	8	0	20	7	20	65	3
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.4	7.2	7.6
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	22%	22%
Vol Thru, %	75%	65%	74%
Vol Right, %	25%	14%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	24	51	81
LT Vol	0	11	18
Through Vol	18	33	60
RT Vol	6	7	3
Lane Flow Rate	26	55	88
Geometry Grp	1	1	1
Degree of Util (X)	0.029	0.062	0.101
Departure Headway (Hd)	4.015	4.057	4.141
Convergence, Y/N	Yes	Yes	Yes
Cap	887	876	865
Service Time	2.061	2.113	2.172
HCM Lane V/C Ratio	0.029	0.063	0.102
HCM Control Delay	7.2	7.4	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	38	16	5	72	15	36	56	4
Future Vol, veh/h	0	0	0	10	38	16	5	72	15	36	56	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	25
Mvmt Flow	0	0	0	11	41	17	5	78	16	39	61	4
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.6	7.6	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	5%	16%	38%
Vol Thru, %	78%	59%	58%
Vol Right, %	16%	25%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	92	64	96
LT Vol	5	10	36
Through Vol	72	38	56
RT Vol	15	16	4
Lane Flow Rate	100	70	104
Geometry Grp	1	1	1
Degree of Util (X)	0.112	0.08	0.12
Departure Headway (Hd)	4.015	4.131	4.149
Convergence, Y/N	Yes	Yes	Yes
Cap	885	853	858
Service Time	2.075	2.225	2.205
HCM Lane V/C Ratio	0.113	0.082	0.121
HCM Control Delay	7.6	7.6	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	11	42	7	0	18	10	18	60	3
Future Vol, veh/h	0	0	0	11	42	7	0	18	10	18	60	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	2	0	0	6	20	6	0	0
Mvmt Flow	0	0	0	12	46	8	0	20	11	20	65	3
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.5	7.2	7.7
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	18%	22%
Vol Thru, %	64%	70%	74%
Vol Right, %	36%	12%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	28	60	81
LT Vol	0	11	18
Through Vol	18	42	60
RT Vol	10	7	3
Lane Flow Rate	30	65	88
Geometry Grp	1	1	1
Degree of Util (X)	0.034	0.074	0.102
Departure Headway (Hd)	3.969	4.07	4.162
Convergence, Y/N	Yes	Yes	Yes
Cap	895	873	858
Service Time	2.022	2.13	2.2
HCM Lane V/C Ratio	0.034	0.074	0.103
HCM Control Delay	7.2	7.5	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	10	46	16	5	72	25	36	56	4
Future Vol, veh/h	0	0	0	10	46	16	5	72	25	36	56	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	25
Mvmt Flow	0	0	0	11	50	17	5	78	27	39	61	4
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	7.7	7.6	7.8
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	5%	14%	38%
Vol Thru, %	71%	64%	58%
Vol Right, %	25%	22%	4%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	72	96
LT Vol	5	10	36
Through Vol	72	46	56
RT Vol	25	16	4
Lane Flow Rate	111	78	104
Geometry Grp	1	1	1
Degree of Util (X)	0.123	0.091	0.121
Departure Headway (Hd)	3.981	4.163	4.174
Convergence, Y/N	Yes	Yes	Yes
Cap	891	846	851
Service Time	2.047	2.26	2.237
HCM Lane V/C Ratio	0.125	0.092	0.122
HCM Control Delay	7.6	7.7	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	23	6	10	52	4	10	46	10	1	39	11
Future Vol, veh/h	11	23	6	10	52	4	10	46	10	1	39	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	9	13	17	0	8	0	0	7	0	0	8	9
Mvmt Flow	12	25	7	11	57	4	11	50	11	1	42	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.6	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	28%	15%	2%
Vol Thru, %	70%	57%	79%	76%
Vol Right, %	15%	15%	6%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	40	66	51
LT Vol	10	11	10	1
Through Vol	46	23	52	39
RT Vol	10	6	4	11
Lane Flow Rate	72	43	72	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.081	0.052	0.083	0.062
Departure Headway (Hd)	4.083	4.294	4.148	4.031
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	824	854	877
Service Time	2.156	2.37	2.218	2.108
HCM Lane V/C Ratio	0.083	0.052	0.084	0.063
HCM Control Delay	7.5	7.6	7.6	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.3	0.2

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	83	7	14	50	4	46	33	25	3	24	8
Future Vol, veh/h	4	83	7	14	50	4	46	33	25	3	24	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	25	2	0	14	8	25	2	0	0	0	4	13
Mvmt Flow	4	90	8	15	54	4	50	36	27	3	26	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.1	8.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	21%	9%
Vol Thru, %	32%	88%	74%	69%
Vol Right, %	24%	7%	6%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	94	68	35
LT Vol	46	4	14	3
Through Vol	33	83	50	24
RT Vol	25	7	4	8
Lane Flow Rate	113	102	74	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.137	0.134	0.095	0.046
Departure Headway (Hd)	4.348	4.715	4.606	4.332
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	827	762	780	828
Service Time	2.362	2.732	2.622	2.349
HCM Lane V/C Ratio	0.137	0.134	0.095	0.046
HCM Control Delay	8.1	8.5	8.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	27	6	10	61	4	10	46	10	1	39	11
Future Vol, veh/h	11	27	6	10	61	4	10	46	10	1	39	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	9	11	17	0	7	0	0	7	0	0	8	9
Mvmt Flow	12	29	7	11	66	4	11	50	11	1	42	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.6	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	25%	13%	2%
Vol Thru, %	70%	61%	81%	76%
Vol Right, %	15%	14%	5%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	66	44	75	51
LT Vol	10	11	10	1
Through Vol	46	27	61	39
RT Vol	10	6	4	11
Lane Flow Rate	72	48	82	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.057	0.094	0.062
Departure Headway (Hd)	4.106	4.305	4.152	4.054
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	861	822	854	870
Service Time	2.187	2.385	2.225	2.14
HCM Lane V/C Ratio	0.084	0.058	0.096	0.063
HCM Control Delay	7.6	7.6	7.7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.3	0.2

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	93	7	14	58	4	46	33	25	3	24	8
Future Vol, veh/h	4	93	7	14	58	4	46	33	25	3	24	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	25	2	0	14	8	25	2	0	0	0	4	13
Mvmt Flow	4	101	8	15	63	4	50	36	27	3	26	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.2	8.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	18%	9%
Vol Thru, %	32%	89%	76%	69%
Vol Right, %	24%	7%	5%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	104	104	76	35
LT Vol	46	4	14	3
Through Vol	33	93	58	24
RT Vol	25	7	4	8
Lane Flow Rate	113	113	83	38
Geometry Grp	1	1	1	1
Degree of Util (X)	0.138	0.149	0.106	0.046
Departure Headway (Hd)	4.396	4.731	4.62	4.382
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	760	777	819
Service Time	2.411	2.748	2.638	2.401
HCM Lane V/C Ratio	0.138	0.149	0.107	0.046
HCM Control Delay	8.1	8.6	8.2	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.5	0.4	0.1

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	27	15	0	5	32	15	11	215	44	0	59	5
Future Vol, veh/h	27	15	0	5	32	15	11	215	44	0	59	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	0	0	0	7	27	3	2	0	5	0
Mvmt Flow	29	16	0	5	35	16	12	234	48	0	64	5

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	374	351	258	357	373	67	69	0	0	282	0	0
Stage 1	282	282	-	67	67	-	-	-	-	-	-	-
Stage 2	92	69	-	290	306	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.2	7.1	6.5	6.27	4.37	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.3	3.5	4	3.363	2.443	-	-	2.2	-	-
Pot Cap-1 Maneuver	574	566	786	602	561	983	1387	-	-	1292	-	-
Stage 1	714	669	-	948	843	-	-	-	-	-	-	-
Stage 2	903	828	-	722	665	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	533	560	786	584	555	983	1387	-	-	1292	-	-
Mov Cap-2 Maneuver	533	560	-	584	555	-	-	-	-	-	-	-
Stage 1	707	662	-	939	843	-	-	-	-	-	-	-
Stage 2	851	828	-	697	658	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	12.3	11.2	0.3	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	SEL	SET	SER
Capacity (veh/h)	1292	-	-	542	-	638	1387	-	-
HCM Lane V/C Ratio	-	-	-	0.084	-	0.089	0.009	-	-
HCM Control Delay (s)	0	-	-	12.3	0	11.2	7.6	0	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	57	45	4	17	35	24	16	133	26	2	178	18
Future Vol, veh/h	57	45	4	17	35	24	16	133	26	2	178	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	4	0	1	0	0	0	0
Mvmt Flow	62	49	4	18	38	26	17	145	28	2	193	20

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	432	410	159	427	414	203	213	0	0	173	0	0
Stage 1	193	193	-	207	207	-	-	-	-	-	-	-
Stage 2	239	217	-	220	207	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.12	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.518	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	534	534	892	538	532	833	1369	-	-	1416	-	-
Stage 1	809	745	-	795	734	-	-	-	-	-	-	-
Stage 2	764	727	-	782	734	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	483	525	892	491	523	833	1369	-	-	1416	-	-
Mov Cap-2 Maneuver	483	525	-	491	523	-	-	-	-	-	-	-
Stage 1	798	735	-	784	733	-	-	-	-	-	-	-
Stage 2	700	726	-	716	724	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	14	12.2	0.7	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	SEL	SET	SER
Capacity (veh/h)	1416	-	-	501	892	583	1369	-	-
HCM Lane V/C Ratio	0.002	-	-	0.221	0.005	0.142	0.013	-	-
HCM Control Delay (s)	7.5	0	-	14.2	9.1	12.2	7.7	0	-
HCM Lane LOS	A	A	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0.5	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	27	15	0	5	32	15	11	293	44	0	99	5
Future Vol, veh/h	27	15	0	5	32	15	11	293	44	0	99	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	0	0	0	7	27	2	1	0	3	0
Mvmt Flow	29	16	0	5	35	16	12	318	48	0	108	5

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	502	479	342	485	501	111	113	0	0	366	0	0
Stage 1	366	366	-	111	111	-	-	-	-	-	-	-
Stage 2	136	113	-	374	390	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.2	7.1	6.5	6.27	4.37	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.3	3.5	4	3.363	2.443	-	-	2.2	-	-
Pot Cap-1 Maneuver	472	479	705	496	475	929	1335	-	-	1204	-	-
Stage 1	643	614	-	899	807	-	-	-	-	-	-	-
Stage 2	855	792	-	651	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	474	705	479	470	929	1335	-	-	1204	-	-
Mov Cap-2 Maneuver	434	474	-	479	470	-	-	-	-	-	-	-
Stage 1	636	607	-	889	807	-	-	-	-	-	-	-
Stage 2	804	792	-	627	604	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	14	12.3	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	SEL	SET	SER
Capacity (veh/h)	1204	-	-	447	-	549	1335	-	-
HCM Lane V/C Ratio	-	-	-	0.102	-	0.103	0.009	-	-
HCM Control Delay (s)	0	-	-	14	0	12.3	7.7	0	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	61	45	4	17	35	24	16	212	26	2	566	18
Future Vol, veh/h	61	45	4	17	35	24	16	212	26	2	566	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	4	0	1	0	0	0	0
Mvmt Flow	66	49	4	18	38	26	17	230	28	2	615	20

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	939	917	244	934	921	625	635	0	0	258	0	0
Stage 1	278	278	-	629	629	-	-	-	-	-	-	-
Stage 2	661	639	-	305	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.12	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.518	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	244	274	800	246	273	481	958	-	-	1318	-	-
Stage 1	728	684	-	470	478	-	-	-	-	-	-	-
Stage 2	452	474	-	705	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	268	800	207	267	481	958	-	-	1318	-	-
Mov Cap-2 Maneuver	202	268	-	207	267	-	-	-	-	-	-	-
Stage 1	713	670	-	460	477	-	-	-	-	-	-	-
Stage 2	393	473	-	636	661	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	35.4	22.4	0.6	0
HCM LOS	E	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	SEL	SET	SER
Capacity (veh/h)	1318	-	-	226	800	289	958	-	-
HCM Lane V/C Ratio	0.002	-	-	0.51	0.005	0.286	0.018	-	-
HCM Control Delay (s)	7.7	0	-	36.4	9.5	22.4	8.8	0	-
HCM Lane LOS	A	A	-	E	A	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6	0	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	27	15	0	5	32	15	11	293	44	0	99	5
Future Vol, veh/h	27	15	0	5	32	15	11	293	44	0	99	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	0	0	0	7	27	2	1	0	3	0
Mvmt Flow	29	16	0	5	35	16	12	318	48	0	108	5

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	502	479	342	485	501	111	113	0	0	366	0	0
Stage 1	366	366	-	111	111	-	-	-	-	-	-	-
Stage 2	136	113	-	374	390	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.57	6.2	7.1	6.5	6.27	4.37	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.063	3.3	3.5	4	3.363	2.443	-	-	2.2	-	-
Pot Cap-1 Maneuver	472	479	705	496	475	929	1335	-	-	1204	-	-
Stage 1	643	614	-	899	807	-	-	-	-	-	-	-
Stage 2	855	792	-	651	611	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	434	474	705	479	470	929	1335	-	-	1204	-	-
Mov Cap-2 Maneuver	434	474	-	479	470	-	-	-	-	-	-	-
Stage 1	636	607	-	889	807	-	-	-	-	-	-	-
Stage 2	804	792	-	627	604	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	13.5	12.1	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1204	-	-	434	474	479	558	1335	-	-
HCM Lane V/C Ratio	-	-	-	0.068	0.034	0.011	0.092	0.009	-	-
HCM Control Delay (s)	0	-	-	13.9	12.9	12.6	12.1	7.7	0	-
HCM Lane LOS	A	-	-	B	B	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	0.3	0	-	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	61	45	4	17	35	24	16	212	26	2	566	18
Future Vol, veh/h	61	45	4	17	35	24	16	212	26	2	566	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	2	0	4	0	1	0	0	0	0
Mvmt Flow	66	49	4	18	38	26	17	230	28	2	615	20

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	939	917	244	934	921	625	635	0	0	258	0	0
Stage 1	278	278	-	629	629	-	-	-	-	-	-	-
Stage 2	661	639	-	305	292	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.5	6.2	7.12	6.5	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.5	-	6.12	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4	3.3	3.518	4	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	244	274	800	246	273	481	958	-	-	1318	-	-
Stage 1	728	684	-	470	478	-	-	-	-	-	-	-
Stage 2	452	474	-	705	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	268	800	207	267	481	958	-	-	1318	-	-
Mov Cap-2 Maneuver	202	268	-	207	267	-	-	-	-	-	-	-
Stage 1	713	670	-	460	477	-	-	-	-	-	-	-
Stage 2	393	473	-	636	661	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	26.5	19.9	0.6	0
HCM LOS	D	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	EBLn2	WBLn1	WBLn2	SEL	SET	SER
Capacity (veh/h)	1318	-	-	202	283	207	326	958	-	-
HCM Lane V/C Ratio	0.002	-	-	0.328	0.188	0.089	0.197	0.018	-	-
HCM Control Delay (s)	7.7	0	-	31.3	20.6	24.1	18.7	8.8	0	-
HCM Lane LOS	A	A	-	D	C	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0.7	0.3	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	12	30	2	5	22
Future Vol, veh/h	18	12	30	2	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	33	3	0	0	9
Mvmt Flow	20	13	33	2	5	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	35	0	-	0	87	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.1	-	-	-	6.4	6.29
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.381
Pot Cap-1 Maneuver	1589	-	-	-	919	1019
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1589	-	-	-	907	1019
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	996
HCM Lane V/C Ratio	0.012	-	-	-	0.029
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	33	36	8	10	33
Future Vol, veh/h	35	33	36	8	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	17	0	0	18
Mvmt Flow	38	36	39	9	11	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	156	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.38
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.462
Pot Cap-1 Maneuver	1572	-	-	-	840	982
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	819	982
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	939
HCM Lane V/C Ratio	0.024	-	-	-	0.05
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	12	30	2	5	22
Future Vol, veh/h	18	12	30	2	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	33	3	0	0	9
Mvmt Flow	20	13	33	2	5	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	35	0	-	0	87	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.1	-	-	-	6.4	6.29
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.381
Pot Cap-1 Maneuver	1589	-	-	-	919	1019
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1589	-	-	-	907	1019
Mov Cap-2 Maneuver	-	-	-	-	907	-
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1589	-	-	-	996
HCM Lane V/C Ratio	0.012	-	-	-	0.029
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	33	36	8	10	33
Future Vol, veh/h	35	33	36	8	10	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	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	17	0	0	18
Mvmt Flow	38	36	39	9	11	36

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	48	0	-	0	156	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.1	-	-	-	6.4	6.38
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.462
Pot Cap-1 Maneuver	1572	-	-	-	840	982
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1572	-	-	-	819	982
Mov Cap-2 Maneuver	-	-	-	-	819	-
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1572	-	-	-	939
HCM Lane V/C Ratio	0.024	-	-	-	0.05
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	27	10	0	24	1	5	8	7	3	13	0
Future Vol, veh/h	1	27	10	0	24	1	5	8	7	3	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	11	10	0	0	0	20	25	14	33	0	0
Mvmt Flow	1	29	11	0	26	1	5	9	8	3	14	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.1	7.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	3%	0%	19%
Vol Thru, %	40%	71%	96%	81%
Vol Right, %	35%	26%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	38	25	16
LT Vol	5	1	0	3
Through Vol	8	27	24	13
RT Vol	7	10	1	0
Lane Flow Rate	22	41	27	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.044	0.03	0.022
Departure Headway (Hd)	4.212	3.834	3.974	4.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	932	899	772
Service Time	2.243	1.865	2.005	2.665
HCM Lane V/C Ratio	0.026	0.044	0.03	0.022
HCM Control Delay	7.4	7	7.1	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	9	6	38	2	14	29	4	1	5	3
Future Vol, veh/h	5	33	9	6	38	2	14	29	4	1	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	20	0	0	0	8	0	14	0	0	0	0	0
Mvmt Flow	5	36	10	7	41	2	15	32	4	1	5	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.7	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	11%	13%	11%
Vol Thru, %	62%	70%	83%	56%
Vol Right, %	9%	19%	4%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	47	46	9
LT Vol	14	5	6	1
Through Vol	29	33	38	5
RT Vol	4	9	2	3
Lane Flow Rate	51	51	50	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.061	0.061	0.056	0.011
Departure Headway (Hd)	4.328	4.29	4.044	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	831	880	900
Service Time	2.384	2.336	2.093	2.003
HCM Lane V/C Ratio	0.062	0.061	0.057	0.011
HCM Control Delay	7.7	7.6	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	27	10	0	24	1	5	8	7	3	13	0
Future Vol, veh/h	1	27	10	0	24	1	5	8	7	3	13	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	11	10	0	0	0	20	25	14	33	0	0
Mvmt Flow	1	29	11	0	26	1	5	9	8	3	14	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7.1	7.4	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	3%	0%	19%
Vol Thru, %	40%	71%	96%	81%
Vol Right, %	35%	26%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	38	25	16
LT Vol	5	1	0	3
Through Vol	8	27	24	13
RT Vol	7	10	1	0
Lane Flow Rate	22	41	27	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.044	0.03	0.022
Departure Headway (Hd)	4.212	3.834	3.974	4.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	932	899	772
Service Time	2.243	1.865	2.005	2.665
HCM Lane V/C Ratio	0.026	0.044	0.03	0.022
HCM Control Delay	7.4	7	7.1	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	9	6	38	2	14	29	4	1	5	3
Future Vol, veh/h	5	33	9	6	38	2	14	29	4	1	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	20	0	0	0	8	0	14	0	0	0	0	0
Mvmt Flow	5	36	10	7	41	2	15	32	4	1	5	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	7.7	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	11%	13%	11%
Vol Thru, %	62%	70%	83%	56%
Vol Right, %	9%	19%	4%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	47	46	9
LT Vol	14	5	6	1
Through Vol	29	33	38	5
RT Vol	4	9	2	3
Lane Flow Rate	51	51	50	10
Geometry Grp	1	1	1	1
Degree of Util (X)	0.061	0.061	0.056	0.011
Departure Headway (Hd)	4.328	4.29	4.044	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	831	880	900
Service Time	2.384	2.336	2.093	2.003
HCM Lane V/C Ratio	0.062	0.061	0.057	0.011
HCM Control Delay	7.7	7.6	7.3	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	2	52	1	0	98
Future Vol, veh/h	6	2	52	1	0	98
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	7	2	57	1	0	107

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	165	58	0	0	58	0
Stage 1	58	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	830	1014	-	-	1559	-
Stage 1	970	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	830	1014	-	-	1559	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	922	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	1559	-
HCM Lane V/C Ratio	-	-	0.01	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	175	7	4	71
Future Vol, veh/h	7	2	175	7	4	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	8	2	190	8	4	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	279	194	0	0	198	0
Stage 1	194	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	715	853	-	-	1387	-
Stage 1	844	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	713	853	-	-	1387	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	740	1387	-
HCM Lane V/C Ratio	-	-	0.013	0.003	-
HCM Control Delay (s)	-	-	9.9	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	2	52	1	0	145
Future Vol, veh/h	6	2	52	1	0	145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	2
Mvmt Flow	7	2	57	1	0	158

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	216	58	0	0	58	0
Stage 1	58	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	777	1014	-	-	1559	-
Stage 1	970	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	777	1014	-	-	1559	-
Mov Cap-2 Maneuver	777	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	825	1559	-
HCM Lane V/C Ratio	-	-	0.011	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	179	7	4	71
Future Vol, veh/h	7	2	179	7	4	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	3
Mvmt Flow	8	2	195	8	4	77

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	284	199	0	0	203	0
Stage 1	199	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	710	847	-	-	1381	-
Stage 1	839	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	708	847	-	-	1381	-
Mov Cap-2 Maneuver	708	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	940	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1381	-
HCM Lane V/C Ratio	-	-	0.013	0.003	-
HCM Control Delay (s)	-	-	10	7.6	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	2	2	2	2	6	102	1	1	31	3
Future Vol, veh/h	1	1	2	2	2	2	6	102	1	1	31	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	2	2	2	2	7	111	1	1	34	3

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	166	165	112	165	164	36	37	0	0	112	0	0
Stage 1	126	126	-	38	38	-	-	-	-	-	-	-
Stage 2	40	39	-	127	126	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	803	731	947	804	732	1042	1587	-	-	1490	-	-
Stage 1	883	796	-	982	867	-	-	-	-	-	-	-
Stage 2	980	866	-	882	796	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	796	727	947	798	728	1042	1587	-	-	1490	-	-
Mov Cap-2 Maneuver	796	727	-	798	728	-	-	-	-	-	-	-
Stage 1	879	792	-	977	866	-	-	-	-	-	-	-
Stage 2	975	865	-	874	792	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	9.3	9.3	0.4	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1490	-	-	843	836	1587	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.008	0.004	-	-
HCM Control Delay (s)	7.4	0	-	9.3	9.3	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	7	2	3	6	13	4	125	2	1	166	1
Future Vol, veh/h	8	7	2	3	6	13	4	125	2	1	166	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	0	0	0	1	0	0	2	0
Mvmt Flow	9	8	2	3	7	14	4	136	2	1	180	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	338	328	137	333	329	181	181	0	0	138	0	0
Stage 1	145	145	-	183	183	-	-	-	-	-	-	-
Stage 2	193	183	-	150	146	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	620	594	917	565	593	867	1407	-	-	1458	-	-
Stage 1	863	781	-	752	752	-	-	-	-	-	-	-
Stage 2	813	752	-	784	780	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	603	592	917	557	591	867	1407	-	-	1458	-	-
Mov Cap-2 Maneuver	603	592	-	557	591	-	-	-	-	-	-	-
Stage 1	860	779	-	750	751	-	-	-	-	-	-	-
Stage 2	792	751	-	772	778	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11	10.2	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1458	-	-	623	721	1407	-	-
HCM Lane V/C Ratio	0.001	-	-	0.03	0.033	0.003	-	-
HCM Control Delay (s)	7.5	0	-	11	10.2	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	2	2	2	2	6	180	1	1	71	3
Future Vol, veh/h	1	1	2	2	2	2	6	180	1	1	71	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	1	1	2	2	2	2	7	196	1	1	77	3

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	294	293	197	293	292	79	80	0	0	197	0	0
Stage 1	211	211	-	81	81	-	-	-	-	-	-	-
Stage 2	83	82	-	212	211	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	662	621	849	663	622	987	1531	-	-	1388	-	-
Stage 1	796	731	-	932	832	-	-	-	-	-	-	-
Stage 2	930	831	-	795	731	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	656	617	849	658	618	987	1531	-	-	1388	-	-
Mov Cap-2 Maneuver	656	617	-	658	618	-	-	-	-	-	-	-
Stage 1	792	727	-	927	831	-	-	-	-	-	-	-
Stage 2	925	830	-	788	727	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	10	10	0.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1388	-	-	727	723	1531	-	-
HCM Lane V/C Ratio	0.001	-	-	0.006	0.009	0.004	-	-
HCM Control Delay (s)	7.6	0	-	10	10	7.4	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	7	2	3	6	13	4	204	2	1	554	1
Future Vol, veh/h	8	7	2	3	6	13	4	204	2	1	554	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	33	0	0	0	1	0	0	1	0
Mvmt Flow	9	8	2	3	7	14	4	222	2	1	602	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	846	836	223	841	837	603	603	0	0	224	0	0
Stage 1	231	231	-	605	605	-	-	-	-	-	-	-
Stage 2	615	605	-	236	232	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.43	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.43	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.797	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	284	305	822	252	305	503	984	-	-	1357	-	-
Stage 1	776	717	-	435	491	-	-	-	-	-	-	-
Stage 2	482	491	-	703	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	270	303	822	245	303	503	984	-	-	1357	-	-
Mov Cap-2 Maneuver	270	303	-	245	303	-	-	-	-	-	-	-
Stage 1	772	713	-	433	491	-	-	-	-	-	-	-
Stage 2	462	491	-	690	712	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	17.4	15.1	0.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1357	-	-	308	380	984	-	-
HCM Lane V/C Ratio	0.001	-	-	0.06	0.063	0.004	-	-
HCM Control Delay (s)	7.7	0	-	17.4	15.1	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	17	5	17	18	0	2	18	21	2	28	2
Future Vol, veh/h	2	17	5	17	18	0	2	18	21	2	28	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	6	0	50	6	5	0	4	0
Mvmt Flow	2	18	5	18	20	0	2	20	23	2	30	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.4	7.9	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	8%	49%	6%
Vol Thru, %	44%	71%	51%	88%
Vol Right, %	51%	21%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	24	35	32
LT Vol	2	2	17	2
Through Vol	18	17	18	28
RT Vol	21	5	0	2
Lane Flow Rate	45	26	38	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.029	0.044	0.039
Departure Headway (Hd)	4.591	3.959	4.155	4.02
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	897	856	886
Service Time	2.629	2.017	2.209	2.066
HCM Lane V/C Ratio	0.058	0.029	0.044	0.04
HCM Control Delay	7.9	7.1	7.4	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	8	8	22	50	6	9	51	23	3	28	3
Future Vol, veh/h	5	8	8	22	50	6	9	51	23	3	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	5	4	0	0	0	0	0	0	0
Mvmt Flow	5	9	9	24	54	7	10	55	25	3	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	24%	28%	9%
Vol Thru, %	61%	38%	64%	82%
Vol Right, %	28%	38%	8%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	21	78	34
LT Vol	9	5	22	3
Through Vol	51	8	50	28
RT Vol	23	8	6	3
Lane Flow Rate	90	23	85	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.025	0.1	0.042
Departure Headway (Hd)	3.969	4.005	4.233	4.12
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	882	840	858
Service Time	2.036	2.082	2.291	2.196
HCM Lane V/C Ratio	0.101	0.026	0.101	0.043
HCM Control Delay	7.5	7.2	7.8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	17	5	17	18	0	2	18	21	2	28	2
Future Vol, veh/h	2	17	5	17	18	0	2	18	21	2	28	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	6	0	50	6	5	0	4	0
Mvmt Flow	2	18	5	18	20	0	2	20	23	2	30	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.4	7.9	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	8%	49%	6%
Vol Thru, %	44%	71%	51%	88%
Vol Right, %	51%	21%	0%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	24	35	32
LT Vol	2	2	17	2
Through Vol	18	17	18	28
RT Vol	21	5	0	2
Lane Flow Rate	45	26	38	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.029	0.044	0.039
Departure Headway (Hd)	4.591	3.959	4.155	4.02
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	897	856	886
Service Time	2.629	2.017	2.209	2.066
HCM Lane V/C Ratio	0.058	0.029	0.044	0.04
HCM Control Delay	7.9	7.1	7.4	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.1	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	8	8	22	50	6	9	51	23	3	28	3
Future Vol, veh/h	5	8	8	22	50	6	9	51	23	3	28	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	5	4	0	0	0	0	0	0	0
Mvmt Flow	5	9	9	24	54	7	10	55	25	3	30	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.8	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	24%	28%	9%
Vol Thru, %	61%	38%	64%	82%
Vol Right, %	28%	38%	8%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	83	21	78	34
LT Vol	9	5	22	3
Through Vol	51	8	50	28
RT Vol	23	8	6	3
Lane Flow Rate	90	23	85	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.025	0.1	0.042
Departure Headway (Hd)	3.969	4.005	4.233	4.12
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	882	840	858
Service Time	2.036	2.082	2.291	2.196
HCM Lane V/C Ratio	0.101	0.026	0.101	0.043
HCM Control Delay	7.5	7.2	7.8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.3	0.1

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	12	15	1	7	25	14	394	9	21	498	15
Future Vol, veh/h	16	12	15	1	7	25	14	394	9	21	498	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	0	0	0	0	0	7	3	0	5	2	0
Mvmt Flow	17	13	16	1	8	27	15	428	10	23	541	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1063	549	1073	1066	433	557	0	0	438	0	0
Stage 1	595	595	-	463	463	-	-	-	-	-	-	-
Stage 2	481	468	-	610	603	-	-	-	-	-	-	-
Critical Hdwy	7.29	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.671	4	3.3	3.5	4	3.3	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	183	225	539	200	224	627	989	-	-	1106	-	-
Stage 1	463	496	-	583	568	-	-	-	-	-	-	-
Stage 2	535	565	-	485	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	214	539	178	213	627	989	-	-	1106	-	-
Mov Cap-2 Maneuver	164	214	-	178	213	-	-	-	-	-	-	-
Stage 1	454	481	-	571	557	-	-	-	-	-	-	-
Stage 2	495	554	-	444	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.9	14.3	0.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	989	-	-	237	421	1106	-	-
HCM Lane V/C Ratio	0.015	-	-	0.197	0.085	0.021	-	-
HCM Control Delay (s)	8.7	0	-	23.9	14.3	8.3	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	5	16	5	12	55	36	644	14	29	543	33
Future Vol, veh/h	10	5	16	5	12	55	36	644	14	29	543	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	9
Mvmt Flow	11	5	17	5	13	60	39	700	15	32	590	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1494	1465	608	1469	1476	708	626	0	0	715	0	0
Stage 1	672	672	-	786	786	-	-	-	-	-	-	-
Stage 2	822	793	-	683	690	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	129	499	107	127	438	965	-	-	895	-	-
Stage 1	449	458	-	388	406	-	-	-	-	-	-	-
Stage 2	371	403	-	442	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	114	499	91	112	438	965	-	-	895	-	-
Mov Cap-2 Maneuver	73	114	-	91	112	-	-	-	-	-	-	-
Stage 1	419	433	-	362	379	-	-	-	-	-	-	-
Stage 2	289	376	-	398	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.9	25.8	0.5	0.4
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	146	250	895	-	-
HCM Lane V/C Ratio	0.041	-	-	0.231	0.313	0.035	-	-
HCM Control Delay (s)	8.9	0	-	36.9	25.8	9.2	0	-
HCM Lane LOS	A	A	-	E	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	1.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	12	15	1	7	25	14	394	9	21	498	15
Future Vol, veh/h	16	12	15	1	7	25	14	394	9	21	498	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	0	0	0	0	0	7	3	0	5	2	0
Mvmt Flow	17	13	16	1	8	27	15	428	10	23	541	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1076	1063	549	1073	1066	433	557	0	0	438	0	0
Stage 1	595	595	-	463	463	-	-	-	-	-	-	-
Stage 2	481	468	-	610	603	-	-	-	-	-	-	-
Critical Hdwy	7.29	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.671	4	3.3	3.5	4	3.3	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	183	225	539	200	224	627	989	-	-	1106	-	-
Stage 1	463	496	-	583	568	-	-	-	-	-	-	-
Stage 2	535	565	-	485	492	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	164	214	539	178	213	627	989	-	-	1106	-	-
Mov Cap-2 Maneuver	164	214	-	178	213	-	-	-	-	-	-	-
Stage 1	454	481	-	571	557	-	-	-	-	-	-	-
Stage 2	495	554	-	444	477	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.8	14.2	0.3	0.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	989	-	-	164	322	178	440	1106	-	-
HCM Lane V/C Ratio	0.015	-	-	0.106	0.091	0.006	0.079	0.021	-	-
HCM Control Delay (s)	8.7	0	-	29.5	17.3	25.3	13.9	8.3	0	-
HCM Lane LOS	A	A	-	D	C	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	5	16	5	12	55	36	644	14	29	543	33
Future Vol, veh/h	10	5	16	5	12	55	36	644	14	29	543	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	9
Mvmt Flow	11	5	17	5	13	60	39	700	15	32	590	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1494	1465	608	1469	1476	708	626	0	0	715	0	0
Stage 1	672	672	-	786	786	-	-	-	-	-	-	-
Stage 2	822	793	-	683	690	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	102	129	499	107	127	438	965	-	-	895	-	-
Stage 1	449	458	-	388	406	-	-	-	-	-	-	-
Stage 2	371	403	-	442	449	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	114	499	91	112	438	965	-	-	895	-	-
Mov Cap-2 Maneuver	73	114	-	91	112	-	-	-	-	-	-	-
Stage 1	419	433	-	362	379	-	-	-	-	-	-	-
Stage 2	289	376	-	398	424	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.3	23.5	0.5	0.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	965	-	-	73	277	91	288	895	-	-
HCM Lane V/C Ratio	0.041	-	-	0.149	0.082	0.06	0.253	0.035	-	-
HCM Control Delay (s)	8.9	0	-	62.8	19.2	47.1	21.7	9.2	0	-
HCM Lane LOS	A	A	-	F	C	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.3	0.2	1	0.1	-	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	12	15	1	7	25	14	507	9	21	1058	15
Future Vol, veh/h	16	12	15	1	7	25	14	507	9	21	1058	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	0	0	0	0	0	7	2	0	5	1	0
Mvmt Flow	17	13	16	1	8	27	15	551	10	23	1150	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1808	1795	1158	1805	1798	556	1166	0	0	561	0	0
Stage 1	1204	1204	-	586	586	-	-	-	-	-	-	-
Stage 2	604	591	-	1219	1212	-	-	-	-	-	-	-
Critical Hdwy	7.29	6.5	6.2	7.1	6.5	6.2	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.29	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.671	4	3.3	3.5	4	3.3	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	55	81	241	62	81	534	581	-	-	995	-	-
Stage 1	208	259	-	500	500	-	-	-	-	-	-	-
Stage 2	457	498	-	223	257	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	73	241	46	73	534	581	-	-	995	-	-
Mov Cap-2 Maneuver	44	73	-	46	73	-	-	-	-	-	-	-
Stage 1	200	242	-	481	481	-	-	-	-	-	-	-
Stage 2	411	479	-	184	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	117.5	26.8	0.3	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	581	-	-	73	201	995	-	-
HCM Lane V/C Ratio	0.026	-	-	0.64	0.178	0.023	-	-
HCM Control Delay (s)	11.4	0	-	117.5	26.8	8.7	0	-
HCM Lane LOS	B	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.9	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	25.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	5	16	5	12	55	36	1331	14	29	964	33
Future Vol, veh/h	10	5	16	5	12	55	36	1331	14	29	964	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	9
Mvmt Flow	11	5	17	5	13	60	39	1447	15	32	1048	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2699	2670	1066	2674	2681	1455	1084	0	0	1462	0	0
Stage 1	1130	1130	-	1533	1533	-	-	-	-	-	-	-
Stage 2	1569	1540	-	1141	1148	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	14	23	273	15	22	161	651	-	-	468	-	-
Stage 1	250	281	-	147	180	-	-	-	-	-	-	-
Stage 2	140	179	-	246	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	13	273	6	~ 12	161	651	-	-	468	-	-
Mov Cap-2 Maneuver	-	13	-	6	~ 12	-	-	-	-	-	-	-
Stage 1	170	232	-	100	122	-	-	-	-	-	-	-
Stage 2	53	121	-	186	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 882.7	0.3	0.4
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	651	-	-	-	33	468	-	-
HCM Lane V/C Ratio	0.06	-	-	-	2.372	0.067	-	-
HCM Control Delay (s)	10.9	0	-	-	$ 882.7	13.2	0	-
HCM Lane LOS	B	A	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	8.9	0.2	-	-

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

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	12	15	1	7	25	14	507	9	21	1058	15
Future Vol, veh/h	16	12	15	1	7	25	14	507	9	21	1058	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	19	0	0	0	0	0	7	2	0	5	1	0
Mvmt Flow	17	13	16	1	8	27	15	551	10	23	1150	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1514	1795	583	1214	1798	281	1166	0	0	561	0	0
Stage 1	1204	1204	-	586	586	-	-	-	-	-	-	-
Stage 2	310	591	-	628	1212	-	-	-	-	-	-	-
Critical Hdwy	7.88	6.5	6.9	7.5	6.5	6.9	4.24	-	-	4.2	-	-
Critical Hdwy Stg 1	6.88	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.88	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.69	4	3.3	3.5	4	3.3	2.27	-	-	2.25	-	-
Pot Cap-1 Maneuver	70	81	461	140	81	722	567	-	-	986	-	-
Stage 1	170	259	-	468	500	-	-	-	-	-	-	-
Stage 2	630	498	-	442	257	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	73	461	108	73	722	567	-	-	986	-	-
Mov Cap-2 Maneuver	57	73	-	108	73	-	-	-	-	-	-	-
Stage 1	164	242	-	450	481	-	-	-	-	-	-	-
Stage 2	574	479	-	376	240	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59	22.6	0.5	0.5
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	567	-	-	57	137	108	245	986	-	-
HCM Lane V/C Ratio	0.027	-	-	0.305	0.214	0.01	0.142	0.023	-	-
HCM Control Delay (s)	11.5	0.2	-	93.8	38.3	38.7	22.1	8.7	0.3	-
HCM Lane LOS	B	A	-	F	E	E	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0.8	0	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	11

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	5	16	5	12	55	36	1331	14	29	964	33
Future Vol, veh/h	10	5	16	5	12	55	36	1331	14	29	964	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	9
Mvmt Flow	11	5	17	5	13	60	39	1447	15	32	1048	36

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1938	2670	542	2124	2681	731	1084	0	0	1462	0	0
Stage 1	1130	1130	-	1533	1533	-	-	-	-	-	-	-
Stage 2	808	1540	-	591	1148	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	40	23	490	29	22	369	651	-	-	468	-	-
Stage 1	220	281	-	124	180	-	-	-	-	-	-	-
Stage 2	345	179	-	465	276	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	13	490	13	~ 12	369	651	-	-	468	-	-
Mov Cap-2 Maneuver	-	13	-	13	~ 12	-	-	-	-	-	-	-
Stage 1	149	232	-	84	122	-	-	-	-	-	-	-
Stage 2	175	121	-	362	228	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 327	1.9	1.4
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	651	-	-	-	50	13	58	468	-	-
HCM Lane V/C Ratio	0.06	-	-	-	0.457	0.418	1.256	0.067	-	-
HCM Control Delay (s)	10.9	1.7	-	-	127.2	$ 414.1	$ 320.5	13.2	1.1	-
HCM Lane LOS	B	A	-	-	F	F	F	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7	1	6.2	0.2	-	-

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

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	13	4	12	3	11	16	1	8	72	6
Future Vol, veh/h	1	23	13	4	12	3	11	16	1	8	72	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	0	3	9	0	0	0	0	0
Mvmt Flow	1	25	14	4	13	3	12	17	1	9	78	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	3%	21%	9%
Vol Thru, %	57%	62%	63%	84%
Vol Right, %	4%	35%	16%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	37	19	86
LT Vol	11	1	4	8
Through Vol	16	23	12	72
RT Vol	1	13	3	6
Lane Flow Rate	30	40	21	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.044	0.023	0.104
Departure Headway (Hd)	4.287	3.924	4.093	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	904	866	893
Service Time	2.331	1.986	2.158	2.038
HCM Lane V/C Ratio	0.036	0.044	0.024	0.104
HCM Control Delay	7.5	7.2	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	32	16	7	43	14	20	67	12	15	61	7
Future Vol, veh/h	4	32	16	7	43	14	20	67	12	15	61	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	7	0	0	8	0	0	0
Mvmt Flow	4	35	17	8	47	15	22	73	13	16	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	8%	11%	18%
Vol Thru, %	68%	62%	67%	73%
Vol Right, %	12%	31%	22%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	52	64	83
LT Vol	20	4	7	15
Through Vol	67	32	43	61
RT Vol	12	16	14	7
Lane Flow Rate	108	57	70	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.067	0.083	0.107
Departure Headway (Hd)	4.156	4.246	4.291	4.288
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	847	839	841
Service Time	2.254	2.252	2.297	2.288
HCM Lane V/C Ratio	0.127	0.067	0.083	0.107
HCM Control Delay	7.9	7.6	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.3	0.4

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	23	13	4	12	3	11	16	1	8	72	6
Future Vol, veh/h	1	23	13	4	12	3	11	16	1	8	72	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	0	3	9	0	0	0	0	0
Mvmt Flow	1	25	14	4	13	3	12	17	1	9	78	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	3%	21%	9%
Vol Thru, %	57%	62%	63%	84%
Vol Right, %	4%	35%	16%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	37	19	86
LT Vol	11	1	4	8
Through Vol	16	23	12	72
RT Vol	1	13	3	6
Lane Flow Rate	30	40	21	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.036	0.044	0.023	0.104
Departure Headway (Hd)	4.287	3.924	4.093	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	904	866	893
Service Time	2.331	1.986	2.158	2.038
HCM Lane V/C Ratio	0.036	0.044	0.024	0.104
HCM Control Delay	7.5	7.2	7.3	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0.1	0.3

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	32	16	7	43	14	20	67	12	15	61	7
Future Vol, veh/h	4	32	16	7	43	14	20	67	12	15	61	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	7	0	0	8	0	0	0
Mvmt Flow	4	35	17	8	47	15	22	73	13	16	66	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	8%	11%	18%
Vol Thru, %	68%	62%	67%	73%
Vol Right, %	12%	31%	22%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	99	52	64	83
LT Vol	20	4	7	15
Through Vol	67	32	43	61
RT Vol	12	16	14	7
Lane Flow Rate	108	57	70	90
Geometry Grp	1	1	1	1
Degree of Util (X)	0.124	0.067	0.083	0.107
Departure Headway (Hd)	4.156	4.246	4.291	4.288
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	847	839	841
Service Time	2.254	2.252	2.297	2.288
HCM Lane V/C Ratio	0.127	0.067	0.083	0.107
HCM Control Delay	7.9	7.6	7.7	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.2	0.3	0.4

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	12	8	4	10	1	10	57	2	3	124	6
Future Vol, veh/h	3	12	8	4	10	1	10	57	2	3	124	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	7	0
Mvmt Flow	3	13	9	4	11	1	11	62	2	3	135	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.5	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	13%	27%	2%
Vol Thru, %	83%	52%	67%	93%
Vol Right, %	3%	35%	7%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	23	15	133
LT Vol	10	3	4	3
Through Vol	57	12	10	124
RT Vol	2	8	1	6
Lane Flow Rate	75	25	16	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.029	0.02	0.161
Departure Headway (Hd)	4.091	4.208	4.414	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	870	856	816	892
Service Time	2.145	2.208	2.414	2.046
HCM Lane V/C Ratio	0.086	0.029	0.02	0.163
HCM Control Delay	7.5	7.3	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	21	28	4	28	8	39	117	3	3	92	3
Future Vol, veh/h	15	21	28	4	28	8	39	117	3	3	92	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	4	0	4	0	0	1	0	0	5	33
Mvmt Flow	16	23	30	4	30	9	42	127	3	3	100	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	23%	10%	3%
Vol Thru, %	74%	33%	70%	94%
Vol Right, %	2%	44%	20%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	64	40	98
LT Vol	39	15	4	3
Through Vol	117	21	28	92
RT Vol	3	28	8	3
Lane Flow Rate	173	70	43	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.084	0.054	0.128
Departure Headway (Hd)	4.32	4.358	4.504	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	824	797	831
Service Time	2.32	2.376	2.522	2.341
HCM Lane V/C Ratio	0.207	0.085	0.054	0.129
HCM Control Delay	8.4	7.8	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	12	8	4	10	1	10	57	2	3	124	6
Future Vol, veh/h	3	12	8	4	10	1	10	57	2	3	124	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	7	0
Mvmt Flow	3	13	9	4	11	1	11	62	2	3	135	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.5	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	13%	27%	2%
Vol Thru, %	83%	52%	67%	93%
Vol Right, %	3%	35%	7%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	23	15	133
LT Vol	10	3	4	3
Through Vol	57	12	10	124
RT Vol	2	8	1	6
Lane Flow Rate	75	25	16	145
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.029	0.02	0.161
Departure Headway (Hd)	4.091	4.208	4.414	4.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	870	856	816	892
Service Time	2.145	2.208	2.414	2.046
HCM Lane V/C Ratio	0.086	0.029	0.02	0.163
HCM Control Delay	7.5	7.3	7.5	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	21	28	4	28	8	39	117	3	3	92	3
Future Vol, veh/h	15	21	28	4	28	8	39	117	3	3	92	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	4	0	4	0	0	1	0	0	5	33
Mvmt Flow	16	23	30	4	30	9	42	127	3	3	100	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	8.4	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	23%	10%	3%
Vol Thru, %	74%	33%	70%	94%
Vol Right, %	2%	44%	20%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	64	40	98
LT Vol	39	15	4	3
Through Vol	117	21	28	92
RT Vol	3	28	8	3
Lane Flow Rate	173	70	43	107
Geometry Grp	1	1	1	1
Degree of Util (X)	0.207	0.084	0.054	0.128
Departure Headway (Hd)	4.32	4.358	4.504	4.326
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	824	797	831
Service Time	2.32	2.376	2.522	2.341
HCM Lane V/C Ratio	0.207	0.085	0.054	0.129
HCM Control Delay	8.4	7.8	7.8	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.3	0.2	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	14	3	65	78	2
Future Vol, veh/h	8	14	3	65	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	8	0
Mvmt Flow	9	15	3	71	85	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	163	86	87	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	832	978	1522	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	978	1522	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	918	-	-
HCM Lane V/C Ratio	0.002	-	0.026	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	32	89	45	7
Future Vol, veh/h	16	18	32	89	45	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	1	2	0
Mvmt Flow	17	20	35	97	49	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	220	53	57	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.53	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	744	1020	1560	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	1020	1560	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	857	-	-
HCM Lane V/C Ratio	0.022	-	0.043	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	14	3	65	78	2
Future Vol, veh/h	8	14	3	65	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	8	0
Mvmt Flow	9	15	3	71	85	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	163	86	87	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	832	978	1522	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	978	1522	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	918	-	-
HCM Lane V/C Ratio	0.002	-	0.026	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	32	89	45	7
Future Vol, veh/h	16	18	32	89	45	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	1	2	0
Mvmt Flow	17	20	35	97	49	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	220	53	57	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.53	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	744	1020	1560	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	1020	1560	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	857	-	-
HCM Lane V/C Ratio	0.022	-	0.043	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	14	3	65	78	2
Future Vol, veh/h	8	14	3	65	78	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	8	0
Mvmt Flow	9	15	3	71	85	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	163	86	87	0	-	0
Stage 1	86	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	832	978	1522	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	978	1522	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	951	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	918	-	-
HCM Lane V/C Ratio	0.002	-	0.026	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	32	89	45	7
Future Vol, veh/h	16	18	32	89	45	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	1	2	0
Mvmt Flow	17	20	35	97	49	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	220	53	57	0	-	0
Stage 1	53	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.53	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	744	1020	1560	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	726	1020	1560	-	-	-
Mov Cap-2 Maneuver	726	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	837	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	857	-	-
HCM Lane V/C Ratio	0.022	-	0.043	-	-
HCM Control Delay (s)	7.4	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	0	1	4	16	38	193	0	1	36	1
Future Vol, veh/h	1	5	0	1	4	16	38	193	0	1	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	0	1	0	4	0	0	3	0
Mvmt Flow	1	5	0	1	4	17	41	210	0	1	39	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	344	334	210	337	334	40	40	0	0	210	0	0
Stage 1	292	292	-	42	42	-	-	-	-	-	-	-
Stage 2	52	42	-	295	292	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	614	589	835	619	589	1034	1583	-	-	1373	-	-
Stage 1	720	675	-	975	864	-	-	-	-	-	-	-
Stage 2	966	864	-	716	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	586	571	835	600	571	1034	1583	-	-	1373	-	-
Mov Cap-2 Maneuver	586	571	-	600	571	-	-	-	-	-	-	-
Stage 1	699	655	-	947	863	-	-	-	-	-	-	-
Stage 2	944	863	-	689	655	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11.4	9.2	1.2	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1373	-	-	573	870	1583	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.026	0.026	-	-
HCM Control Delay (s)	7.6	0	-	11.4	9.2	7.3	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	5	0	7	10	53	36	97	2	1	128	6
Future Vol, veh/h	3	5	0	7	10	53	36	97	2	1	128	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	14	0	0	3	2	0	0	0	0
Mvmt Flow	3	5	0	8	11	58	39	105	2	1	139	7

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	363	332	106	332	330	143	146	0	0	107	0	0
Stage 1	184	184	-	145	145	-	-	-	-	-	-	-
Stage 2	179	148	-	187	185	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	597	591	954	599	592	910	1430	-	-	1497	-	-
Stage 1	822	751	-	830	781	-	-	-	-	-	-	-
Stage 2	827	779	-	788	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	538	573	954	581	574	910	1430	-	-	1497	-	-
Mov Cap-2 Maneuver	538	573	-	581	574	-	-	-	-	-	-	-
Stage 1	798	729	-	806	780	-	-	-	-	-	-	-
Stage 2	763	778	-	759	729	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	11.5	10	2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1497	-	-	559	798	1430	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.095	0.027	-	-
HCM Control Delay (s)	7.4	0	-	11.5	10	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	0	1	4	16	116	193	0	1	36	1
Future Vol, veh/h	1	5	0	1	4	16	116	193	0	1	36	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	0	1	0	4	0	0	3	0
Mvmt Flow	1	5	0	1	4	17	126	210	0	1	39	1

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	514	504	210	507	504	40	40	0	0	210	0	0
Stage 1	462	462	-	42	42	-	-	-	-	-	-	-
Stage 2	52	42	-	465	462	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	474	473	835	478	473	1034	1583	-	-	1373	-	-
Stage 1	584	568	-	975	864	-	-	-	-	-	-	-
Stage 2	966	864	-	580	568	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	430	430	835	441	430	1034	1583	-	-	1373	-	-
Mov Cap-2 Maneuver	430	430	-	441	430	-	-	-	-	-	-	-
Stage 1	531	517	-	887	863	-	-	-	-	-	-	-
Stage 2	944	863	-	522	517	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	13.5	9.8	2.8	0.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1373	-	-	430	777	1583	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	0.029	0.08	-	-
HCM Control Delay (s)	7.6	0	-	13.5	9.8	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.3	-	-

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	0	7	10	371	115	97	2	1	197	6
Future Vol, veh/h	3	5	0	7	10	371	115	97	2	1	197	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	14	0	0	1	2	0	0	0	0
Mvmt Flow	3	5	0	8	11	403	125	105	2	1	214	7

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	783	579	106	579	577	218	221	0	0	107	0	0
Stage 1	356	356	-	220	220	-	-	-	-	-	-	-
Stage 2	427	223	-	359	357	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.24	6.5	6.2	4.11	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.24	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.626	4	3.3	2.209	-	-	2.2	-	-
Pot Cap-1 Maneuver	314	429	954	409	430	827	1354	-	-	1497	-	-
Stage 1	666	633	-	756	725	-	-	-	-	-	-	-
Stage 2	610	723	-	635	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	387	954	374	387	827	1354	-	-	1497	-	-
Mov Cap-2 Maneuver	146	387	-	374	387	-	-	-	-	-	-	-
Stage 1	601	571	-	682	724	-	-	-	-	-	-	-
Stage 2	308	722	-	567	570	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	20.6	14.7	4.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	1497	-	-	239	787	1354	-	-
HCM Lane V/C Ratio	0.001	-	-	0.036	0.536	0.092	-	-
HCM Control Delay (s)	7.4	0	-	20.6	14.7	7.9	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.2	0.3	-	-

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	42	10	22	28	5	3	33	22	10	41	4
Future Vol, veh/h	6	42	10	22	28	5	3	33	22	10	41	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	5	4	0	0	9	0	0	2	0
Mvmt Flow	7	46	11	24	30	5	3	36	24	11	45	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.7	7.3	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	10%	40%	18%
Vol Thru, %	57%	72%	51%	75%
Vol Right, %	38%	17%	9%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	58	55	55
LT Vol	3	6	22	10
Through Vol	33	42	28	41
RT Vol	22	10	5	4
Lane Flow Rate	63	63	60	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.069	0.071	0.071	0.069
Departure Headway (Hd)	3.941	4.075	4.272	4.154
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	869	830	852
Service Time	2.019	2.148	2.342	2.23
HCM Lane V/C Ratio	0.07	0.072	0.072	0.07
HCM Control Delay	7.3	7.5	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.2

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	33	9	51	48	8	17	50	58	11	55	10
Future Vol, veh/h	5	33	9	51	48	8	17	50	58	11	55	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	0	4	0	13	6	4	0	0	2	10
Mvmt Flow	5	36	10	55	52	9	18	54	63	12	60	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	8.4	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	11%	48%	14%
Vol Thru, %	40%	70%	45%	72%
Vol Right, %	46%	19%	7%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	47	107	76
LT Vol	17	5	51	11
Through Vol	50	33	48	55
RT Vol	58	9	8	10
Lane Flow Rate	136	51	116	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.16	0.063	0.147	0.101
Departure Headway (Hd)	4.234	4.426	4.561	4.388
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	810	787	819
Service Time	2.25	2.448	2.58	2.404
HCM Lane V/C Ratio	0.16	0.063	0.147	0.101
HCM Control Delay	8.1	7.7	8.4	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.2	0.5	0.3

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	120	10	22	28	5	43	33	22	10	41	4
Future Vol, veh/h	6	120	10	22	28	5	43	33	22	10	41	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	5	4	0	0	9	0	0	2	0
Mvmt Flow	7	130	11	24	30	5	47	36	24	11	45	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.3	7.9	8.1	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	40%	18%
Vol Thru, %	34%	88%	51%	75%
Vol Right, %	22%	7%	9%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	136	55	55
LT Vol	43	6	22	10
Through Vol	33	120	28	41
RT Vol	22	10	5	4
Lane Flow Rate	107	148	60	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.177	0.076	0.074
Departure Headway (Hd)	4.393	4.314	4.552	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	818	834	789	800
Service Time	2.41	2.328	2.569	2.504
HCM Lane V/C Ratio	0.131	0.177	0.076	0.075
HCM Control Delay	8.1	8.3	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.2	0.2

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	112	9	51	187	8	197	50	58	11	55	10
Future Vol, veh/h	5	112	9	51	187	8	197	50	58	11	55	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	4	0	13	0	4	0	0	2	10
Mvmt Flow	5	122	10	55	203	9	214	54	63	12	60	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.9	11.8	12.8	9.3
HCM LOS	A	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	65%	4%	21%	14%
Vol Thru, %	16%	89%	76%	72%
Vol Right, %	19%	7%	3%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	305	126	246	76
LT Vol	197	5	51	11
Through Vol	50	112	187	55
RT Vol	58	9	8	10
Lane Flow Rate	332	137	267	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.475	0.206	0.396	0.126
Departure Headway (Hd)	5.159	5.424	5.336	5.492
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	661	674	653
Service Time	3.187	3.458	3.365	3.53
HCM Lane V/C Ratio	0.474	0.207	0.396	0.127
HCM Control Delay	12.8	9.9	11.8	9.3
HCM Lane LOS	B	A	B	A
HCM 95th-tile Q	2.6	0.8	1.9	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	28	6	15	29	11	8	406	18	14	448	14
Future Volume (veh/h)	13	28	6	15	29	11	8	406	18	14	448	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1900	1826	1826	1900	1856	1856
Adj Flow Rate, veh/h	14	30	7	16	32	12	9	441	20	15	487	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	3	3	3	0	5	5	0	3	3
Cap, veh/h	187	160	32	186	145	47	419	674	31	449	715	22
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.02	0.39	0.39	0.03	0.40	0.40
Sat Flow, veh/h	298	1158	232	297	1052	337	1810	1733	79	1810	1790	55
Grp Volume(v), veh/h	51	0	0	60	0	0	9	0	461	15	0	502
Grp Sat Flow(s),veh/h/ln	1688	0	0	1686	0	0	1810	0	1812	1810	0	1846
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	6.6	0.2	0.0	7.1
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.9	0.0	0.0	0.1	0.0	6.6	0.2	0.0	7.1
Prop In Lane	0.27		0.14	0.27		0.20	1.00		0.04	1.00		0.03
Lane Grp Cap(c), veh/h	379	0	0	378	0	0	419	0	704	449	0	737
V/C Ratio(X)	0.13	0.00	0.00	0.16	0.00	0.00	0.02	0.00	0.65	0.03	0.00	0.68
Avail Cap(c_a), veh/h	777	0	0	777	0	0	792	0	2134	803	0	2174
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	0.0	12.1	0.0	0.0	6.3	0.0	7.9	6.1	0.0	7.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	1.7	0.0	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.2	0.0	0.0	12.3	0.0	0.0	6.3	0.0	8.9	6.1	0.0	8.9
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		51			60			470			517	
Approach Delay, s/veh		12.2			12.3			8.9			8.8	
Approach LOS		B			B			A			A	

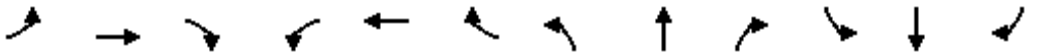
Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	17.2		9.3	4.5	17.5		9.3
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	37.0		12.0	7.0	37.0		12.0
Max Q Clear Time (g_c+I1), s	2.2	8.6		2.8	2.1	9.1		2.9
Green Ext Time (p_c), s	0.0	3.2		0.1	0.0	3.5		0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	51	16	20	58	42	20	648	17	30	519	22
Future Volume (veh/h)	40	51	16	20	58	42	20	648	17	30	519	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1826	1826	1900	1885	1885	1900	1870	1870
Adj Flow Rate, veh/h	43	55	17	22	63	46	22	704	18	33	564	24
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	0	0	5	5	5	0	1	1	0	2	2
Cap, veh/h	179	149	38	119	135	87	455	888	23	378	891	38
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.04	0.49	0.49	0.05	0.50	0.50
Sat Flow, veh/h	462	1001	254	167	906	581	1810	1830	47	1810	1781	76
Grp Volume(v), veh/h	115	0	0	131	0	0	22	0	722	33	0	588
Grp Sat Flow(s),veh/h/ln	1716	0	0	1653	0	0	1810	0	1877	1810	0	1857
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.3	0.0	14.4	0.4	0.0	10.4
Cycle Q Clear(g_c), s	2.5	0.0	0.0	3.2	0.0	0.0	0.3	0.0	14.4	0.4	0.0	10.4
Prop In Lane	0.37		0.15	0.17		0.35	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	366	0	0	340	0	0	455	0	911	378	0	929
V/C Ratio(X)	0.31	0.00	0.00	0.38	0.00	0.00	0.05	0.00	0.79	0.09	0.00	0.63
Avail Cap(c_a), veh/h	520	0	0	497	0	0	670	0	1594	566	0	1577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	17.5	0.0	0.0	6.2	0.0	9.6	7.3	0.0	8.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.7	0.0	0.0	0.0	0.0	1.6	0.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.2	0.0	0.0	0.1	0.0	4.5	0.1	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	0.0	0.0	18.3	0.0	0.0	6.3	0.0	11.2	7.4	0.0	8.9
LnGrp LOS	B	A	A	B	A	A	A	A	B	A	A	A
Approach Vol, veh/h		115			131			744			621	
Approach Delay, s/veh		17.8			18.3			11.1			8.8	
Approach LOS		B			B			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	26.7		11.7	5.7	27.4		11.7
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	38.0		11.0	7.0	38.0		11.0
Max Q Clear Time (g_c+I1), s	2.4	16.4		4.5	2.3	12.4		5.2
Green Ext Time (p_c), s	0.0	5.3		0.3	0.0	4.2		0.3

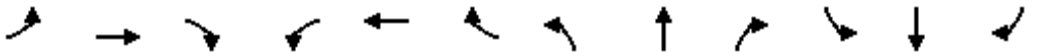
Intersection Summary	
HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	28	84	15	29	14	8	516	18	17	1005	14
Future Volume (veh/h)	13	28	84	15	29	14	8	516	18	17	1005	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1841	1900	1900	1856	1900	1900	1826	1811	1900	1856	1900
Adj Flow Rate, veh/h	14	30	91	16	32	15	9	561	20	18	1092	15
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, %	15	4	0	0	3	0	0	5	6	0	3	0
Cap, veh/h	110	66	165	145	160	61	30	1631	58	57	1753	24
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.02	0.48	0.48	0.03	0.49	0.49
Sat Flow, veh/h	92	433	1086	238	1052	403	1810	3417	122	1810	3561	49
Grp Volume(v), veh/h	135	0	0	63	0	0	9	285	296	18	541	566
Grp Sat Flow(s),veh/h/ln	1611	0	0	1692	0	0	1810	1735	1804	1810	1763	1847
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.0	0.2	4.2	4.2	0.4	9.3	9.3
Cycle Q Clear(g_c), s	3.2	0.0	0.0	1.3	0.0	0.0	0.2	4.2	4.2	0.4	9.3	9.3
Prop In Lane	0.10		0.67	0.25		0.24	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	341	0	0	366	0	0	30	828	861	57	868	909
V/C Ratio(X)	0.40	0.00	0.00	0.17	0.00	0.00	0.30	0.34	0.34	0.31	0.62	0.62
Avail Cap(c_a), veh/h	638	0	0	665	0	0	307	1890	1966	307	1921	2012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.4	0.0	0.0	20.1	6.7	6.7	19.6	7.7	7.7
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	5.4	0.2	0.2	3.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	0.5	0.0	0.0	0.1	1.1	1.2	0.2	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	15.6	0.0	0.0	25.5	7.0	7.0	22.6	8.4	8.4
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		135			63			590			1125	
Approach Delay, s/veh		16.9			15.6			7.3			8.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	24.7		11.3	4.7	25.3		11.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	45.0		14.0	7.0	45.0		14.0				
Max Q Clear Time (g_c+I1), s	2.4	6.2		5.2	2.2	11.3		3.3				
Green Ext Time (p_c), s	0.0	4.0		0.4	0.0	9.1		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		9.0	
HCM 6th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	51	95	20	62	43	156	1334	17	33	937	22
Future Volume (veh/h)	40	51	95	20	62	43	156	1334	17	33	937	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1870	1900	1826	1900	1900	1900	1900	1900	1885	1900
Adj Flow Rate, veh/h	43	55	103	22	67	47	170	1450	18	36	1018	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	0	2	0	5	0	0	0	0	0	1	0
Cap, veh/h	117	90	136	99	151	93	221	1978	25	97	1693	40
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.12	0.54	0.54	0.05	0.47	0.47
Sat Flow, veh/h	254	568	863	159	958	590	1810	3652	45	1810	3577	84
Grp Volume(v), veh/h	201	0	0	136	0	0	170	716	752	36	510	532
Grp Sat Flow(s),veh/h/ln	1684	0	0	1708	0	0	1810	1805	1892	1810	1791	1870
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	5.2	17.1	17.1	1.1	11.9	11.9
Cycle Q Clear(g_c), s	6.3	0.0	0.0	4.1	0.0	0.0	5.2	17.1	17.1	1.1	11.9	11.9
Prop In Lane	0.21		0.51	0.16		0.35	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	343	0	0	344	0	0	221	978	1025	97	848	885
V/C Ratio(X)	0.59	0.00	0.00	0.40	0.00	0.00	0.77	0.73	0.73	0.37	0.60	0.60
Avail Cap(c_a), veh/h	569	0	0	569	0	0	478	1336	1400	223	1073	1121
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	0.0	21.8	0.0	0.0	24.1	9.9	9.9	25.9	11.0	11.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.7	0.0	0.0	5.6	1.4	1.3	2.4	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	1.6	0.0	0.0	2.4	5.5	5.8	0.5	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	0.0	22.6	0.0	0.0	29.8	11.2	11.2	28.3	11.7	11.7
LnGrp LOS	C	A	A	C	A	A	C	B	B	C	B	B
Approach Vol, veh/h		201			136			1638			1078	
Approach Delay, s/veh		24.3			22.6			13.1			12.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	35.7		14.0	10.9	31.9		14.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	42.0		17.0	15.0	34.0		17.0				
Max Q Clear Time (g_c+I1), s	3.1	19.1		8.3	7.2	13.9		6.1				
Green Ext Time (p_c), s	0.0	11.6		0.7	0.3	7.0		0.5				

Intersection Summary			
HCM 6th Ctrl Delay		14.0	
HCM 6th LOS		B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	28	84	15	29	14	8	516	18	17	1005	14
Future Volume (veh/h)	13	28	84	15	29	14	8	516	18	17	1005	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1841	1900	1900	1856	1900	1900	1826	1811	1900	1856	1900
Adj Flow Rate, veh/h	14	30	91	16	32	15	9	561	20	18	1092	15
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, %	15	4	0	0	3	0	0	5	6	0	3	0
Cap, veh/h	68	47	119	94	117	46	229	1154	41	579	1227	17
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.02	0.66	0.66	0.03	0.67	0.67
Sat Flow, veh/h	95	430	1085	264	1069	417	1810	1752	62	1810	1826	25
Grp Volume(v), veh/h	135	0	0	63	0	0	9	0	581	18	0	1107
Grp Sat Flow(s),veh/h/ln	1610	0	0	1750	0	0	1810	0	1815	1810	0	1851
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.1	0.0	11.1	0.2	0.0	33.8
Cycle Q Clear(g_c), s	5.6	0.0	0.0	2.3	0.0	0.0	0.1	0.0	11.1	0.2	0.0	33.8
Prop In Lane	0.10		0.67	0.25		0.24	1.00		0.03	1.00		0.01
Lane Grp Cap(c), veh/h	234	0	0	257	0	0	229	0	1195	579	0	1244
V/C Ratio(X)	0.58	0.00	0.00	0.25	0.00	0.00	0.04	0.00	0.49	0.03	0.00	0.89
Avail Cap(c_a), veh/h	289	0	0	313	0	0	382	0	1547	709	0	1578
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	0.0	28.5	0.0	0.0	11.6	0.0	5.9	4.3	0.0	9.3
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.5	0.0	0.0	0.1	0.0	0.3	0.0	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.0	0.0	0.0	0.1	0.0	3.2	0.1	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	0.0	29.0	0.0	0.0	11.7	0.0	6.2	4.3	0.0	14.8
LnGrp LOS	C	A	A	C	A	A	B	A	A	A	A	B
Approach Vol, veh/h		135			63			590			1125	
Approach Delay, s/veh		32.2			29.0			6.3			14.7	
Approach LOS		C			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	50.6		12.6	5.1	51.5		12.6
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	59.0		10.0	7.0	59.0		10.0
Max Q Clear Time (g_c+I1), s	2.2	13.1		7.6	2.1	35.8		4.3
Green Ext Time (p_c), s	0.0	4.5		0.1	0.0	10.8		0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	51	95	20	62	43	156	1334	17	33	937	22
Future Volume (veh/h)	40	51	95	20	62	43	156	1334	17	33	937	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1870	1900	1826	1900	1900	1900	1900	1900	1885	1900
Adj Flow Rate, veh/h	43	55	103	22	67	47	170	1450	18	36	1018	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	0	2	0	5	0	0	0	0	0	1	0
Cap, veh/h	70	63	100	55	106	66	351	1351	17	136	1290	30
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.06	0.72	0.72	0.04	0.70	0.70
Sat Flow, veh/h	278	527	846	162	890	555	1810	1873	23	1810	1834	43
Grp Volume(v), veh/h	201	0	0	136	0	0	170	0	1468	36	0	1042
Grp Sat Flow(s),veh/h/ln	1650	0	0	1607	0	0	1810	0	1896	1810	0	1877
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	0.0	2.9	0.0	85.0	0.6	0.0	43.6
Cycle Q Clear(g_c), s	14.0	0.0	0.0	9.4	0.0	0.0	2.9	0.0	85.0	0.6	0.0	43.6
Prop In Lane	0.21		0.51	0.16		0.35	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	233	0	0	226	0	0	351	0	1367	136	0	1320
V/C Ratio(X)	0.86	0.00	0.00	0.60	0.00	0.00	0.48	0.00	1.07	0.27	0.00	0.79
Avail Cap(c_a), veh/h	233	0	0	226	0	0	382	0	1367	169	0	1322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.0	0.0	0.0	49.8	0.0	0.0	15.4	0.0	16.4	33.1	0.0	11.7
Incr Delay (d2), s/veh	26.5	0.0	0.0	4.4	0.0	0.0	1.0	0.0	46.7	1.0	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	0.0	4.1	0.0	0.0	2.4	0.0	48.4	0.8	0.0	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.5	0.0	0.0	54.1	0.0	0.0	16.4	0.0	63.1	34.1	0.0	15.0
LnGrp LOS	E	A	A	D	A	A	B	A	F	C	A	B
Approach Vol, veh/h		201			136			1638			1078	
Approach Delay, s/veh		78.5			54.1			58.3			15.6	
Approach LOS		E			D			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	90.0		19.0	11.0	87.9		19.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	85.0		14.0	9.0	83.0		14.0				
Max Q Clear Time (g_c+I1), s	2.6	87.0		16.0	4.9	45.6		11.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.2	11.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay	44.4	
HCM 6th LOS	D	

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	41	15	12	62	5	7	21	9	14	57	13
Future Vol, veh/h	6	41	15	12	62	5	7	21	9	14	57	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	17	0	7	0	2	0	0	0	11	0	0	0
Mvmt Flow	7	45	16	13	67	5	8	23	10	15	62	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	10%	15%	17%
Vol Thru, %	57%	66%	78%	68%
Vol Right, %	24%	24%	6%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	62	79	84
LT Vol	7	6	12	14
Through Vol	21	41	62	57
RT Vol	9	15	5	13
Lane Flow Rate	40	67	86	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.082	0.1	0.105
Departure Headway (Hd)	4.239	4.358	4.173	4.136
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	810	846	852
Service Time	2.239	2.449	2.261	2.235
HCM Lane V/C Ratio	0.047	0.083	0.102	0.107
HCM Control Delay	7.4	7.8	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.4

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	76	19	9	78	17	26	55	14	32	74	18
Future Vol, veh/h	19	76	19	9	78	17	26	55	14	32	74	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	5	0	1	0	0	0	0	0	0	6
Mvmt Flow	21	83	21	10	85	18	28	60	15	35	80	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.3	8.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	17%	9%	26%
Vol Thru, %	58%	67%	75%	60%
Vol Right, %	15%	17%	16%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	114	104	124
LT Vol	26	19	9	32
Through Vol	55	76	78	74
RT Vol	14	19	17	18
Lane Flow Rate	103	124	113	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.131	0.156	0.142	0.17
Departure Headway (Hd)	4.57	4.518	4.517	4.532
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	793	794	791
Service Time	2.602	2.547	2.547	2.562
HCM Lane V/C Ratio	0.131	0.156	0.142	0.171
HCM Control Delay	8.3	8.4	8.3	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.5	0.6

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	44	15	12	65	5	7	21	9	14	57	13
Future Vol, veh/h	6	44	15	12	65	5	7	21	9	14	57	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	17	0	7	0	2	0	0	0	11	0	0	0
Mvmt Flow	7	48	16	13	71	5	8	23	10	15	62	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.8	7.5	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	9%	15%	17%
Vol Thru, %	57%	68%	79%	68%
Vol Right, %	24%	23%	6%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	37	65	82	84
LT Vol	7	6	12	14
Through Vol	21	44	65	57
RT Vol	9	15	5	13
Lane Flow Rate	40	71	89	91
Geometry Grp	1	1	1	1
Degree of Util (X)	0.048	0.086	0.103	0.108
Departure Headway (Hd)	4.253	4.367	4.176	4.249
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	847	808	844	848
Service Time	2.255	2.465	2.273	2.249
HCM Lane V/C Ratio	0.047	0.088	0.105	0.107
HCM Control Delay	7.5	7.9	7.8	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.3	0.4

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	79	19	9	83	17	26	55	14	32	74	18
Future Vol, veh/h	19	79	19	9	83	17	26	55	14	32	74	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	5	0	1	0	0	0	0	0	0	6
Mvmt Flow	21	86	21	10	90	18	28	60	15	35	80	20
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.4	8.3	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	16%	8%	26%
Vol Thru, %	58%	68%	76%	60%
Vol Right, %	15%	16%	16%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	117	109	124
LT Vol	26	19	9	32
Through Vol	55	79	83	74
RT Vol	14	19	17	18
Lane Flow Rate	103	127	118	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.16	0.149	0.17
Departure Headway (Hd)	4.592	4.529	4.526	4.553
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	792	791	787
Service Time	2.624	2.558	2.557	2.584
HCM Lane V/C Ratio	0.132	0.16	0.149	0.172
HCM Control Delay	8.3	8.4	8.4	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.5	0.6

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	41	15	19	64	7	5	67	21	5	113	9
Future Vol, veh/h	6	41	15	19	64	7	5	67	21	5	113	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	3	0	0	3	14	0	4	0
Mvmt Flow	7	45	16	21	70	8	5	73	23	5	123	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.2	7.9	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	10%	21%	4%
Vol Thru, %	72%	66%	71%	89%
Vol Right, %	23%	24%	8%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	93	62	90	127
LT Vol	5	6	19	5
Through Vol	67	41	64	113
RT Vol	21	15	7	9
Lane Flow Rate	101	67	98	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.121	0.083	0.122	0.167
Departure Headway (Hd)	4.309	4.423	4.507	4.357
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	834	811	796	826
Service Time	2.325	2.443	2.527	2.373
HCM Lane V/C Ratio	0.121	0.083	0.123	0.167
HCM Control Delay	7.9	7.8	8.2	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.4	0.6

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	69	19	22	87	19	14	153	31	16	90	25
Future Vol, veh/h	15	69	19	22	87	19	14	153	31	16	90	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	1	0	0	1	0	0	0	0
Mvmt Flow	16	75	21	24	95	21	15	166	34	17	98	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9	9.4	8.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	15%	17%	12%
Vol Thru, %	77%	67%	68%	69%
Vol Right, %	16%	18%	15%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	103	128	131
LT Vol	14	15	22	16
Through Vol	153	69	87	90
RT Vol	31	19	19	25
Lane Flow Rate	215	112	139	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.275	0.15	0.186	0.185
Departure Headway (Hd)	4.598	4.828	4.818	4.673
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	739	740	765
Service Time	2.645	2.885	2.874	2.725
HCM Lane V/C Ratio	0.276	0.152	0.188	0.186
HCM Control Delay	9.4	8.7	9	8.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.1	0.5	0.7	0.7

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	44	15	19	67	7	5	67	42	5	113	9
Future Vol, veh/h	6	44	15	19	67	7	5	67	42	5	113	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	3	0	0	3	7	0	4	0
Mvmt Flow	7	48	16	21	73	8	5	73	46	5	123	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.3	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	9%	20%	4%
Vol Thru, %	59%	68%	72%	89%
Vol Right, %	37%	23%	8%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	65	93	127
LT Vol	5	6	19	5
Through Vol	67	44	67	113
RT Vol	42	15	7	9
Lane Flow Rate	124	71	101	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.088	0.128	0.169
Departure Headway (Hd)	4.241	4.482	4.56	4.399
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	800	787	817
Service Time	2.261	2.507	2.583	2.418
HCM Lane V/C Ratio	0.147	0.089	0.128	0.169
HCM Control Delay	8	7.9	8.3	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.4	0.6

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	72	19	22	92	19	14	153	110	16	90	25
Future Vol, veh/h	15	72	19	22	92	19	14	153	110	16	90	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	1	0	0	1	0	0	0	0
Mvmt Flow	16	78	21	24	100	21	15	166	120	17	98	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	9.4	10.3	9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	14%	17%	12%
Vol Thru, %	55%	68%	69%	69%
Vol Right, %	40%	18%	14%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	277	106	133	131
LT Vol	14	15	22	16
Through Vol	153	72	92	90
RT Vol	110	19	19	25
Lane Flow Rate	301	115	145	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.376	0.161	0.201	0.19
Departure Headway (Hd)	4.496	5.032	5.016	4.813
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	795	706	710	740
Service Time	2.551	3.111	3.092	2.88
HCM Lane V/C Ratio	0.379	0.163	0.204	0.192
HCM Control Delay	10.3	9.1	9.4	9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	0.6	0.7	0.7

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	29	15	18	71	5	19	49	3	4	85	10
Future Vol, veh/h	10	29	15	18	71	5	19	49	3	4	85	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	14	0	6	0	20	0	2	0	0	5	20
Mvmt Flow	11	32	16	20	77	5	21	53	3	4	92	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	8.2	7.9	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	19%	19%	4%
Vol Thru, %	69%	54%	76%	86%
Vol Right, %	4%	28%	5%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	54	94	99
LT Vol	19	10	18	4
Through Vol	49	29	71	85
RT Vol	3	15	5	10
Lane Flow Rate	77	59	102	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.095	0.07	0.127	0.129
Departure Headway (Hd)	4.414	4.303	4.49	4.303
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	834	801	836
Service Time	2.428	2.32	2.505	2.315
HCM Lane V/C Ratio	0.095	0.071	0.127	0.129
HCM Control Delay	7.9	7.6	8.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.4	0.4

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	65	18	19	88	2	44	99	11	10	49	8
Future Vol, veh/h	13	65	18	19	88	2	44	99	11	10	49	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	5	1	0	0	0	0	0	2	0
Mvmt Flow	14	71	20	21	96	2	48	108	12	11	53	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.6	8.8	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	14%	17%	15%
Vol Thru, %	64%	68%	81%	73%
Vol Right, %	7%	19%	2%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	154	96	109	67
LT Vol	44	13	19	10
Through Vol	99	65	88	49
RT Vol	11	18	2	8
Lane Flow Rate	167	104	118	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.131	0.154	0.093
Departure Headway (Hd)	4.523	4.518	4.692	4.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	793	793	764	782
Service Time	2.55	2.546	2.719	2.608
HCM Lane V/C Ratio	0.211	0.131	0.154	0.093
HCM Control Delay	8.8	8.2	8.6	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.4	0.5	0.3

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	53	15	135	74	5	19	49	3	4	85	10
Future Vol, veh/h	10	53	15	135	74	5	19	49	3	4	85	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	8	0	1	0	20	0	2	0	0	5	20
Mvmt Flow	11	58	16	147	80	5	21	53	3	4	92	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	9.5	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	13%	63%	4%
Vol Thru, %	69%	68%	35%	86%
Vol Right, %	4%	19%	2%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	78	214	99
LT Vol	19	10	135	4
Through Vol	49	53	74	85
RT Vol	3	15	5	10
Lane Flow Rate	77	85	233	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.103	0.107	0.295	0.14
Departure Headway (Hd)	4.804	4.523	4.57	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	745	791	786	764
Service Time	2.84	2.557	2.598	2.72
HCM Lane V/C Ratio	0.103	0.107	0.296	0.141
HCM Control Delay	8.4	8.1	9.5	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.4	1.2	0.5

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	147	18	152	92	2	45	99	11	10	49	8
Future Vol, veh/h	13	147	18	152	92	2	45	99	11	10	49	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	1	1	0	0	0	0	0	2	0
Mvmt Flow	14	160	20	165	100	2	49	108	12	11	53	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.6	10.7	9.8	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	7%	62%	15%
Vol Thru, %	64%	83%	37%	73%
Vol Right, %	7%	10%	1%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	178	246	67
LT Vol	45	13	152	10
Through Vol	99	147	92	49
RT Vol	11	18	2	8
Lane Flow Rate	168	193	267	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.239	0.258	0.363	0.105
Departure Headway (Hd)	5.116	4.806	4.888	5.205
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	696	741	730	681
Service Time	3.193	2.876	2.954	3.295
HCM Lane V/C Ratio	0.241	0.26	0.366	0.107
HCM Control Delay	9.8	9.6	10.7	8.9
HCM Lane LOS	A	A	B	A
HCM 95th-tile Q	0.9	1	1.7	0.4

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	19	1	22	38	19	3	143	7	18	100	40
Future Vol, veh/h	17	19	1	22	38	19	3	143	7	18	100	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	18	0	0	0	3	5	0	7	14	6	9	3
Mvmt Flow	18	21	1	24	41	21	3	155	8	20	109	43
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.2	8.5	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	46%	28%	11%
Vol Thru, %	93%	51%	48%	63%
Vol Right, %	5%	3%	24%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	37	79	158
LT Vol	3	17	22	18
Through Vol	143	19	38	100
RT Vol	7	1	19	40
Lane Flow Rate	166	40	86	172
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.057	0.11	0.208
Departure Headway (Hd)	4.368	5.143	4.617	4.359
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	823	696	776	824
Service Time	2.389	3.175	2.645	2.38
HCM Lane V/C Ratio	0.202	0.057	0.111	0.209
HCM Control Delay	8.5	8.5	8.2	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.4	0.8

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	42	5	8	65	12	8	209	34	12	57	34
Future Vol, veh/h	27	42	5	8	65	12	8	209	34	12	57	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	29	46	5	9	71	13	9	227	37	13	62	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.5	9.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	36%	9%	12%
Vol Thru, %	83%	57%	76%	55%
Vol Right, %	14%	7%	14%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	74	85	103
LT Vol	8	27	8	12
Through Vol	209	42	65	57
RT Vol	34	5	12	34
Lane Flow Rate	273	80	92	112
Geometry Grp	1	1	1	1
Degree of Util (X)	0.331	0.11	0.123	0.138
Departure Headway (Hd)	4.374	4.913	4.8	4.449
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	821	728	746	804
Service Time	2.403	2.953	2.84	2.485
HCM Lane V/C Ratio	0.333	0.11	0.123	0.139
HCM Control Delay	9.6	8.6	8.5	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.4	0.4	0.5

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	1	39	99	19	3	209	30	18	204	99
Future Vol, veh/h	25	35	1	39	99	19	3	209	30	18	204	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	12	0	0	0	1	5	0	5	3	6	4	1
Mvmt Flow	27	38	1	42	108	21	3	227	33	20	222	108
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.8	10.5	10.9	12.3
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	41%	25%	6%
Vol Thru, %	86%	57%	63%	64%
Vol Right, %	12%	2%	12%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	242	61	157	321
LT Vol	3	25	39	18
Through Vol	209	35	99	204
RT Vol	30	1	19	99
Lane Flow Rate	263	66	171	349
Geometry Grp	1	1	1	1
Degree of Util (X)	0.366	0.111	0.262	0.475
Departure Headway (Hd)	5.014	6.025	5.521	4.905
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	594	650	740
Service Time	3.024	4.067	3.557	2.913
HCM Lane V/C Ratio	0.365	0.111	0.263	0.472
HCM Control Delay	10.9	9.8	10.5	12.3
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.7	0.4	1	2.6

Intersection	
Intersection Delay, s/veh	37.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	89	5	18	136	12	8	476	131	12	110	100
Future Vol, veh/h	62	89	5	18	136	12	8	476	131	12	110	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	67	97	5	20	148	13	9	517	142	13	120	109
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.4	13.5	58.4	13.1
HCM LOS	B	B	F	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	40%	11%	5%
Vol Thru, %	77%	57%	82%	50%
Vol Right, %	21%	3%	7%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	615	156	166	222
LT Vol	8	62	18	12
Through Vol	476	89	136	110
RT Vol	131	5	12	100
Lane Flow Rate	668	170	180	241
Geometry Grp	1	1	1	1
Degree of Util (X)	1.001	0.325	0.34	0.399
Departure Headway (Hd)	5.391	7.051	6.94	6.092
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	668	514	521	594
Service Time	3.49	5.051	4.94	4.092
HCM Lane V/C Ratio	1	0.331	0.345	0.406
HCM Control Delay	58.4	13.4	13.5	13.1
HCM Lane LOS	F	B	B	B
HCM 95th-tile Q	15.7	1.4	1.5	1.9

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	35	1	39	99	19	3	209	30	18	204	99
Future Vol, veh/h	25	35	1	39	99	19	3	209	30	18	204	99
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	12	0	0	0	1	5	0	5	3	6	4	1
Mvmt Flow	27	38	1	42	108	21	3	227	33	20	222	108
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	9.9	10.6	11	12.8
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	41%	25%	6%
Vol Thru, %	99%	0%	57%	63%	64%
Vol Right, %	0%	100%	2%	12%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	212	30	61	157	321
LT Vol	3	0	25	39	18
Through Vol	209	0	35	99	204
RT Vol	0	30	1	19	99
Lane Flow Rate	230	33	66	171	349
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.358	0.045	0.112	0.264	0.489
Departure Headway (Hd)	5.599	4.97	6.083	5.571	5.043
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	643	721	589	645	719
Service Time	3.329	2.699	4.126	3.608	3.043
HCM Lane V/C Ratio	0.358	0.046	0.112	0.265	0.485
HCM Control Delay	11.4	7.9	9.9	10.6	12.8
HCM Lane LOS	B	A	A	B	B
HCM 95th-tile Q	1.6	0.1	0.4	1.1	2.7

Intersection	
Intersection Delay, s/veh	24.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	89	5	18	136	12	8	476	131	12	110	100
Future Vol, veh/h	62	89	5	18	136	12	8	476	131	12	110	100
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	67	97	5	20	148	13	9	517	142	13	120	109
Number of Lanes	0	1	0	0	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	13.1	13.2	34.4	13.2
HCM LOS	B	B	D	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	0%	40%	11%	5%
Vol Thru, %	98%	0%	57%	82%	50%
Vol Right, %	0%	100%	3%	7%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	484	131	156	166	222
LT Vol	8	0	62	18	12
Through Vol	476	0	89	136	110
RT Vol	0	131	5	12	100
Lane Flow Rate	526	142	170	180	241
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.9	0.215	0.322	0.338	0.405
Departure Headway (Hd)	6.156	5.436	6.844	6.734	6.046
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	665	526	534	596
Service Time	3.856	3.136	4.893	4.78	4.089
HCM Lane V/C Ratio	0.886	0.214	0.323	0.337	0.404
HCM Control Delay	41.1	9.6	13.1	13.2	13.2
HCM Lane LOS	E	A	B	B	B
HCM 95th-tile Q	10.9	0.8	1.4	1.5	2

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	43	11	0	30	12	3	34	3	4	65	16
Future Vol, veh/h	16	43	11	0	30	12	3	34	3	4	65	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
Heavy Vehicles, %	0	2	0	0	0	8	33	3	0	0	6	0
Mvmt Flow	17	47	12	0	33	13	3	37	3	4	71	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.3	8.1	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	23%	0%	5%
Vol Thru, %	85%	61%	71%	76%
Vol Right, %	7%	16%	29%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	70	42	85
LT Vol	3	16	0	4
Through Vol	34	43	30	65
RT Vol	3	11	12	16
Lane Flow Rate	43	76	46	92
Geometry Grp	1	1	1	1
Degree of Util (X)	0.057	0.087	0.051	0.104
Departure Headway (Hd)	4.716	4.123	4.023	4.042
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	752	857	875	876
Service Time	2.793	2.209	2.118	2.115
HCM Lane V/C Ratio	0.057	0.089	0.053	0.105
HCM Control Delay	8.1	7.6	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.3

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	57	12	6	43	10	10	130	2	1	57	21
Future Vol, veh/h	41	57	12	6	43	10	10	130	2	1	57	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	8	0	5	10	10	0	0	0	4	0
Mvmt Flow	45	62	13	7	47	11	11	141	2	1	62	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	7.9	8.7	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	37%	10%	1%
Vol Thru, %	92%	52%	73%	72%
Vol Right, %	1%	11%	17%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	110	59	79
LT Vol	10	41	6	1
Through Vol	130	57	43	57
RT Vol	2	12	10	21
Lane Flow Rate	154	120	64	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.151	0.08	0.104
Departure Headway (Hd)	4.598	4.542	4.517	4.349
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	790	793	824
Service Time	2.619	2.564	2.542	2.373
HCM Lane V/C Ratio	0.197	0.152	0.081	0.104
HCM Control Delay	8.7	8.4	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.3	0.3

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	43	11	0	30	12	3	34	3	4	112	16
Future Vol, veh/h	16	43	11	0	30	12	3	34	3	4	112	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
Heavy Vehicles, %	0	2	0	0	0	8	33	3	0	0	4	0
Mvmt Flow	17	47	12	0	33	13	3	37	3	4	122	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.5	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	23%	0%	3%
Vol Thru, %	85%	61%	71%	85%
Vol Right, %	7%	16%	29%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	70	42	132
LT Vol	3	16	0	4
Through Vol	34	43	30	112
RT Vol	3	11	12	16
Lane Flow Rate	43	76	46	143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.091	0.054	0.163
Departure Headway (Hd)	4.861	4.325	4.236	4.079
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	832	849	867
Service Time	2.861	2.33	2.242	2.167
HCM Lane V/C Ratio	0.058	0.091	0.054	0.165
HCM Control Delay	8.2	7.8	7.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.6

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	57	12	6	43	10	10	134	2	1	57	21
Future Vol, veh/h	41	57	12	6	43	10	10	134	2	1	57	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	8	0	5	10	10	0	0	0	4	0
Mvmt Flow	45	62	13	7	47	11	11	146	2	1	62	23
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8	8.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	37%	10%	1%
Vol Thru, %	92%	52%	73%	72%
Vol Right, %	1%	11%	17%	27%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	110	59	79
LT Vol	10	41	6	1
Through Vol	134	57	43	57
RT Vol	2	12	10	21
Lane Flow Rate	159	120	64	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.203	0.151	0.081	0.104
Departure Headway (Hd)	4.598	4.553	4.529	4.355
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	788	791	823
Service Time	2.621	2.576	2.554	2.38
HCM Lane V/C Ratio	0.204	0.152	0.081	0.104
HCM Control Delay	8.8	8.4	8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.5	0.3	0.3

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	9	54	45	29	86	17
Future Vol, veh/h	9	54	45	29	86	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	2	0
Mvmt Flow	10	59	49	32	93	18
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.4	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SELn1
Vol Left, %	14%	0%	83%
Vol Thru, %	86%	61%	0%
Vol Right, %	0%	39%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	63	74	103
LT Vol	9	0	86
Through Vol	54	45	0
RT Vol	0	29	17
Lane Flow Rate	68	80	112
Geometry Grp	1	1	1
Degree of Util (X)	0.08	0.087	0.132
Departure Headway (Hd)	4.188	3.915	4.257
Convergence, Y/N	Yes	Yes	Yes
Cap	845	902	834
Service Time	2.266	1.996	2.324
HCM Lane V/C Ratio	0.08	0.089	0.134
HCM Control Delay	7.6	7.4	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	17	82	41	107	65	29
Future Vol, veh/h	17	82	41	107	65	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	1	0	0	2	7
Mvmt Flow	18	89	45	116	71	32
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.6	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SELn1
Vol Left, %	17%	0%	69%
Vol Thru, %	83%	28%	0%
Vol Right, %	0%	72%	31%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	148	94
LT Vol	17	0	65
Through Vol	82	41	0
RT Vol	0	107	29
Lane Flow Rate	108	161	102
Geometry Grp	1	1	1
Degree of Util (X)	0.13	0.167	0.126
Departure Headway (Hd)	4.341	3.728	4.452
Convergence, Y/N	Yes	Yes	Yes
Cap	814	943	810
Service Time	2.433	1.828	2.452
HCM Lane V/C Ratio	0.133	0.171	0.126
HCM Control Delay	8.1	7.6	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.6	0.4

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	9	54	45	29	86	17
Future Vol, veh/h	9	54	45	29	86	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	0	2	0
Mvmt Flow	10	59	49	32	93	18
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	7.4	8
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SELn1
Vol Left, %	14%	0%	83%
Vol Thru, %	86%	61%	0%
Vol Right, %	0%	39%	17%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	63	74	103
LT Vol	9	0	86
Through Vol	54	45	0
RT Vol	0	29	17
Lane Flow Rate	68	80	112
Geometry Grp	1	1	1
Degree of Util (X)	0.08	0.087	0.132
Departure Headway (Hd)	4.188	3.915	4.257
Convergence, Y/N	Yes	Yes	Yes
Cap	845	902	834
Service Time	2.266	1.996	2.324
HCM Lane V/C Ratio	0.08	0.089	0.134
HCM Control Delay	7.6	7.4	8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.3	0.5

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	17	82	41	176	65	29
Future Vol, veh/h	17	82	41	176	65	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	1	0	0	2	7
Mvmt Flow	18	89	45	191	71	32
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SE
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SE		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SE	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.2	8	8.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SELn1
Vol Left, %	17%	0%	69%
Vol Thru, %	83%	19%	0%
Vol Right, %	0%	81%	31%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	99	217	94
LT Vol	17	0	65
Through Vol	82	41	0
RT Vol	0	176	29
Lane Flow Rate	108	236	102
Geometry Grp	1	1	1
Degree of Util (X)	0.135	0.248	0.13
Departure Headway (Hd)	4.501	3.778	4.592
Convergence, Y/N	Yes	Yes	Yes
Cap	800	953	782
Service Time	2.514	1.788	2.612
HCM Lane V/C Ratio	0.135	0.248	0.13
HCM Control Delay	8.2	8	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1	0.4

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	94	23	5	62	13	13	33	9	12	36	24
Future Vol, veh/h	8	94	23	5	62	13	13	33	9	12	36	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	20	2	8	8	3	0	8	0	0
Mvmt Flow	9	102	25	5	67	14	14	36	10	13	39	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	6%	6%	17%
Vol Thru, %	60%	75%	78%	50%
Vol Right, %	16%	18%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	125	80	72
LT Vol	13	8	5	12
Through Vol	33	94	62	36
RT Vol	9	23	13	24
Lane Flow Rate	60	136	87	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.076	0.159	0.112	0.097
Departure Headway (Hd)	4.581	4.224	4.62	4.446
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	784	852	778	808
Service Time	2.598	2.238	2.636	2.462
HCM Lane V/C Ratio	0.077	0.16	0.112	0.097
HCM Control Delay	8	8	8.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.4	0.3

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	98	19	14	109	21	29	55	6	26	41	33
Future Vol, veh/h	14	98	19	14	109	21	29	55	6	26	41	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	16	0	0	0	3	4	0	0	0	0
Mvmt Flow	15	107	21	15	118	23	32	60	7	28	45	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.6	8.5	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	11%	10%	26%
Vol Thru, %	61%	75%	76%	41%
Vol Right, %	7%	15%	15%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	90	131	144	100
LT Vol	29	14	14	26
Through Vol	55	98	109	41
RT Vol	6	19	21	33
Lane Flow Rate	98	142	157	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.13	0.178	0.195	0.138
Departure Headway (Hd)	4.789	4.502	4.484	4.559
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	796	800	785
Service Time	2.825	2.535	2.516	2.594
HCM Lane V/C Ratio	0.131	0.178	0.196	0.139
HCM Control Delay	8.5	8.5	8.6	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.6	0.7	0.5

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	94	23	5	62	13	13	73	9	12	36	24
Future Vol, veh/h	8	94	23	5	62	13	13	73	9	12	36	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	4	0	20	2	8	8	1	0	8	0	0
Mvmt Flow	9	102	25	5	67	14	14	79	10	13	39	26
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.4	8.3	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	6%	6%	17%
Vol Thru, %	77%	75%	78%	50%
Vol Right, %	9%	18%	16%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	95	125	80	72
LT Vol	13	8	5	12
Through Vol	73	94	62	36
RT Vol	9	23	13	24
Lane Flow Rate	103	136	87	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.132	0.164	0.114	0.098
Departure Headway (Hd)	4.613	4.333	4.732	4.508
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	829	759	796
Service Time	2.634	2.352	2.753	2.529
HCM Lane V/C Ratio	0.132	0.164	0.115	0.098
HCM Control Delay	8.3	8.2	8.4	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.6	0.4	0.3

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	98	19	14	109	21	98	235	6	26	41	33
Future Vol, veh/h	14	98	19	14	109	21	98	235	6	26	41	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	16	0	0	0	1	1	0	0	0	0
Mvmt Flow	15	107	21	15	118	23	107	255	7	28	45	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.7	9.9	12.8	9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	11%	10%	26%
Vol Thru, %	69%	75%	76%	41%
Vol Right, %	2%	15%	15%	33%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	339	131	144	100
LT Vol	98	14	14	26
Through Vol	235	98	109	41
RT Vol	6	19	21	33
Lane Flow Rate	368	142	157	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.497	0.21	0.23	0.154
Departure Headway (Hd)	4.86	5.32	5.294	5.096
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	733	678	681	705
Service Time	2.959	3.33	3.304	3.113
HCM Lane V/C Ratio	0.502	0.209	0.231	0.155
HCM Control Delay	12.8	9.7	9.9	9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.8	0.8	0.9	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	65	38	19	35	20	18	416	12	7	450	22
Future Volume (veh/h)	9	65	38	19	35	20	18	416	12	7	450	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1856	1856	1856	1811	1870	1870	1900	1856	1856
Adj Flow Rate, veh/h	10	71	41	21	38	22	20	452	13	8	489	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	3	3	3	6	2	2	0	3	3
Cap, veh/h	73	118	64	108	109	53	583	1154	33	634	1086	53
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.64	0.64	0.01	0.62	0.62
Sat Flow, veh/h	73	1043	565	286	963	466	1725	1809	52	1810	1754	86
Grp Volume(v), veh/h	122	0	0	81	0	0	20	0	465	8	0	513
Grp Sat Flow(s),veh/h/ln	1681	0	0	1715	0	0	1725	0	1861	1810	0	1840
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	7.2	0.1	0.0	8.8
Cycle Q Clear(g_c), s	4.1	0.0	0.0	2.5	0.0	0.0	0.2	0.0	7.2	0.1	0.0	8.8
Prop In Lane	0.08		0.34	0.26		0.27	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	255	0	0	270	0	0	583	0	1187	634	0	1140
V/C Ratio(X)	0.48	0.00	0.00	0.30	0.00	0.00	0.03	0.00	0.39	0.01	0.00	0.45
Avail Cap(c_a), veh/h	401	0	0	409	0	0	728	0	1187	820	0	1140
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	0.0	24.6	0.0	0.0	4.3	0.0	5.2	4.3	0.0	6.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	1.0	0.0	0.0	0.1	0.0	2.3	0.0	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.7	0.0	0.0	25.2	0.0	0.0	4.3	0.0	6.2	4.3	0.0	7.3
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		122			81			485			521	
Approach Delay, s/veh		26.7			25.2			6.1			7.2	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.9	43.1		11.8	6.0	42.0		11.8				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	37.0		12.0	7.0	37.0		12.0				
Max Q Clear Time (g_c+I1), s	2.1	9.2		6.1	2.2	10.8		4.5				
Green Ext Time (p_c), s	0.0	3.2		0.3	0.0	3.6		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	10.0
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	82	39	12	73	51	36	647	14	18	546	25
Future Volume (veh/h)	35	82	39	12	73	51	36	647	14	18	546	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1885	1885	1900	1870	1870
Adj Flow Rate, veh/h	38	89	42	13	79	55	39	703	15	20	593	27
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	0	0	0	0	0	0	1	1	0	2	2
Cap, veh/h	108	131	55	74	130	84	534	1134	24	458	1055	48
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.62	0.62	0.03	0.59	0.59
Sat Flow, veh/h	292	1041	441	86	1033	669	1810	1839	39	1810	1775	81
Grp Volume(v), veh/h	169	0	0	147	0	0	39	0	718	20	0	620
Grp Sat Flow(s),veh/h/ln	1773	0	0	1788	0	0	1810	0	1878	1810	0	1856
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	0.0	0.5	0.0	14.8	0.3	0.0	12.7
Cycle Q Clear(g_c), s	5.6	0.0	0.0	4.8	0.0	0.0	0.5	0.0	14.8	0.3	0.0	12.7
Prop In Lane	0.22		0.25	0.09		0.37	1.00		0.02	1.00		0.04
Lane Grp Cap(c), veh/h	294	0	0	288	0	0	534	0	1158	458	0	1103
V/C Ratio(X)	0.57	0.00	0.00	0.51	0.00	0.00	0.07	0.00	0.62	0.04	0.00	0.56
Avail Cap(c_a), veh/h	404	0	0	402	0	0	638	0	1158	602	0	1103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	25.9	0.0	0.0	5.3	0.0	7.4	5.9	0.0	7.7
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.4	0.0	0.0	0.1	0.0	2.5	0.0	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0	0.0	2.1	0.0	0.0	0.1	0.0	5.2	0.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	0.0	27.3	0.0	0.0	5.3	0.0	9.9	5.9	0.0	9.8
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		169			147			757			640	
Approach Delay, s/veh		28.0			27.3			9.7			9.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	43.4		12.8	7.4	42.0		12.8				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	37.0		12.0	7.0	37.0		12.0				
Max Q Clear Time (g_c+I1), s	2.3	16.8		7.6	2.5	14.7		6.8				
Green Ext Time (p_c), s	0.0	5.1		0.3	0.0	4.4		0.3				

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	65	38	19	35	20	18	526	12	7	1086	22
Future Volume (veh/h)	9	65	38	19	35	20	18	526	12	7	1086	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1856	1900	1856	1900	1811	1870	1900	1900	1885	1900
Adj Flow Rate, veh/h	10	71	41	21	38	22	20	572	13	8	1180	24
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	6	3	0	3	0	6	2	0	0	1	0
Cap, veh/h	65	106	57	97	98	48	384	2410	55	652	2372	48
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.03	0.68	0.68	0.01	0.66	0.66
Sat Flow, veh/h	75	1041	565	299	965	471	1725	3552	81	1810	3590	73
Grp Volume(v), veh/h	122	0	0	81	0	0	20	286	299	8	589	615
Grp Sat Flow(s),veh/h/ln	1680	0	0	1736	0	0	1725	1777	1856	1810	1791	1872
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	0.2	4.2	4.2	0.1	11.3	11.3
Cycle Q Clear(g_c), s	4.8	0.0	0.0	2.9	0.0	0.0	0.2	4.2	4.2	0.1	11.3	11.3
Prop In Lane	0.08		0.34	0.26		0.27	1.00		0.04	1.00		0.04
Lane Grp Cap(c), veh/h	228	0	0	243	0	0	384	1206	1259	652	1183	1237
V/C Ratio(X)	0.54	0.00	0.00	0.33	0.00	0.00	0.05	0.24	0.24	0.01	0.50	0.50
Avail Cap(c_a), veh/h	400	0	0	408	0	0	505	1206	1259	812	1183	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	28.8	0.0	0.0	4.2	4.2	4.2	3.7	5.8	5.8
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.8	0.0	0.0	0.1	0.5	0.4	0.0	1.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.3	0.0	0.0	0.1	1.2	1.3	0.0	3.6	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	0.0	0.0	29.6	0.0	0.0	4.3	4.7	4.6	3.7	7.3	7.3
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		122			81			605			1212	
Approach Delay, s/veh		31.6			29.6			4.6			7.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	51.2		11.9	6.2	50.0		11.9
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	45.0		14.0	7.0	45.0		14.0
Max Q Clear Time (g_c+I1), s	2.1	6.2		6.8	2.2	13.3		4.9
Green Ext Time (p_c), s	0.0	4.0		0.3	0.0	10.1		0.2

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	82	39	12	73	51	36	1469	14	18	1043	25
Future Volume (veh/h)	35	82	39	12	73	51	36	1469	14	18	1043	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1781	1900	1900	1900	1900	1900	1900	1885	1841
Adj Flow Rate, veh/h	38	89	42	13	79	55	39	1597	15	20	1134	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	0	0	8	0	0	0	0	0	0	1	4
Cap, veh/h	98	128	54	65	127	82	421	2381	22	280	2249	54
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.05	0.65	0.65	0.03	0.63	0.63
Sat Flow, veh/h	294	1042	442	85	1036	670	1810	3664	34	1810	3576	85
Grp Volume(v), veh/h	169	0	0	147	0	0	39	786	826	20	568	593
Grp Sat Flow(s),veh/h/ln	1778	0	0	1791	0	0	1810	1805	1894	1810	1791	1870
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	0.0	0.5	19.3	19.4	0.3	12.3	12.3
Cycle Q Clear(g_c), s	6.4	0.0	0.0	5.5	0.0	0.0	0.5	19.3	19.4	0.3	12.3	12.3
Prop In Lane	0.22		0.25	0.09		0.37	1.00		0.02	1.00		0.05
Lane Grp Cap(c), veh/h	280	0	0	274	0	0	421	1173	1230	280	1126	1176
V/C Ratio(X)	0.60	0.00	0.00	0.54	0.00	0.00	0.09	0.67	0.67	0.07	0.50	0.50
Avail Cap(c_a), veh/h	400	0	0	399	0	0	502	1173	1230	399	1126	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	0.0	30.0	0.0	0.0	4.9	7.8	7.8	6.5	7.2	7.2
Incr Delay (d2), s/veh	2.1	0.0	0.0	1.6	0.0	0.0	0.1	3.1	2.9	0.1	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	2.5	0.0	0.0	0.1	6.7	7.0	0.1	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.4	0.0	0.0	31.6	0.0	0.0	5.0	10.8	10.7	6.7	8.8	8.8
LnGrp LOS	C	A	A	C	A	A	A	B	B	A	A	A
Approach Vol, veh/h		169			147			1651			1181	
Approach Delay, s/veh		32.4			31.6			10.6			8.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	51.5		13.8	7.8	50.0		13.8
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	45.0		14.0	7.0	45.0		14.0
Max Q Clear Time (g_c+I1), s	2.3	21.4		8.4	2.5	14.3		7.5
Green Ext Time (p_c), s	0.0	13.4		0.4	0.0	9.5		0.4

Intersection Summary		
HCM 6th Ctrl Delay	12.1	
HCM 6th LOS	B	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	65	38	19	35	20	18	526	12	7	1086	22
Future Volume (veh/h)	9	65	38	19	35	20	18	526	12	7	1086	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1811	1856	1900	1856	1900	1811	1870	1900	1900	1885	1900
Adj Flow Rate, veh/h	10	71	41	21	38	22	20	572	13	8	1180	24
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	6	3	0	3	0	6	2	0	0	1	0
Cap, veh/h	54	99	54	83	92	45	222	1318	30	615	1301	26
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.72	0.72	0.01	0.71	0.71
Sat Flow, veh/h	74	1042	565	304	970	475	1725	1822	41	1810	1841	37
Grp Volume(v), veh/h	122	0	0	81	0	0	20	0	585	8	0	1204
Grp Sat Flow(s),veh/h/ln	1680	0	0	1749	0	0	1725	0	1863	1810	0	1878
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	10.6	0.1	0.0	43.8
Cycle Q Clear(g_c), s	5.9	0.0	0.0	3.6	0.0	0.0	0.3	0.0	10.6	0.1	0.0	43.8
Prop In Lane	0.08		0.34	0.26		0.27	1.00		0.02	1.00		0.02
Lane Grp Cap(c), veh/h	206	0	0	220	0	0	222	0	1348	615	0	1327
V/C Ratio(X)	0.59	0.00	0.00	0.37	0.00	0.00	0.09	0.00	0.43	0.01	0.00	0.91
Avail Cap(c_a), veh/h	247	0	0	260	0	0	313	0	1348	741	0	1327
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	0.0	35.9	0.0	0.0	14.9	0.0	4.7	3.8	0.0	10.0
Incr Delay (d2), s/veh	2.7	0.0	0.0	1.0	0.0	0.0	0.2	0.0	1.0	0.0	0.0	10.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	1.6	0.0	0.0	0.2	0.0	3.4	0.0	0.0	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	0.0	36.9	0.0	0.0	15.1	0.0	5.7	3.8	0.0	20.6
LnGrp LOS	D	A	A	D	A	A	B	A	A	A	A	C
Approach Vol, veh/h		122			81			605			1212	
Approach Delay, s/veh		39.6			36.9			6.0			20.5	
Approach LOS		D			D			A			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	65.4		12.9	6.6	64.0		12.9				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	7.0	59.0		10.0	7.0	59.0		10.0				
Max Q Clear Time (g_c+I1), s	2.1	12.6		7.9	2.3	45.8		5.6				
Green Ext Time (p_c), s	0.0	4.6		0.1	0.0	8.5		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	82	39	12	73	51	36	1469	14	18	1043	25
Future Volume (veh/h)	35	82	39	12	73	51	36	1469	14	18	1043	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1900	1900	1781	1900	1900	1900	1900	1900	1900	1885	1841
Adj Flow Rate, veh/h	38	89	42	13	79	55	39	1597	15	20	1134	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	0	0	8	0	0	0	0	0	0	1	4
Cap, veh/h	66	97	42	42	105	68	291	1412	13	113	1351	32
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.04	0.75	0.75	0.03	0.74	0.74
Sat Flow, veh/h	286	952	409	89	1029	668	1810	1879	18	1810	1834	44
Grp Volume(v), veh/h	169	0	0	147	0	0	39	0	1612	20	0	1161
Grp Sat Flow(s),veh/h/ln	1647	0	0	1786	0	0	1810	0	1897	1810	0	1877
Q Serve(g_s), s	2.5	0.0	0.0	0.0	0.0	0.0	0.6	0.0	88.7	0.3	0.0	50.3
Cycle Q Clear(g_c), s	12.0	0.0	0.0	9.5	0.0	0.0	0.6	0.0	88.7	0.3	0.0	50.3
Prop In Lane	0.22		0.25	0.09		0.37	1.00		0.01	1.00		0.02
Lane Grp Cap(c), veh/h	205	0	0	215	0	0	291	0	1425	113	0	1384
V/C Ratio(X)	0.83	0.00	0.00	0.68	0.00	0.00	0.13	0.00	1.13	0.18	0.00	0.84
Avail Cap(c_a), veh/h	205	0	0	215	0	0	321	0	1425	168	0	1384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	0.0	51.9	0.0	0.0	14.6	0.0	14.7	35.3	0.0	10.7
Incr Delay (d2), s/veh	23.3	0.0	0.0	8.7	0.0	0.0	0.2	0.0	68.5	0.7	0.0	6.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	4.8	0.0	0.0	0.5	0.0	57.3	0.4	0.0	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.2	0.0	0.0	60.6	0.0	0.0	14.8	0.0	83.1	36.1	0.0	17.0
LnGrp LOS	E	A	A	E	A	A	B	A	F	D	A	B
Approach Vol, veh/h		169			147			1651			1181	
Approach Delay, s/veh		76.2			60.6			81.5			17.3	
Approach LOS		E			E			F			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.4	93.7		17.0	9.1	92.0		17.0
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0
Max Green Setting (Gmax), s	7.0	87.0		12.0	7.0	87.0		12.0
Max Q Clear Time (g_c+I1), s	2.3	90.7		14.0	2.6	52.3		11.5
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	14.2		0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.2
HCM 6th LOS	E

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	62	5	5	57	17	2	17	0	23	38	25
Future Vol, veh/h	11	62	5	5	57	17	2	17	0	23	38	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	2	0	0	0	0	0	3	0
Mvmt Flow	12	67	5	5	62	18	2	18	0	25	41	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.6	7.5	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	6%	27%
Vol Thru, %	89%	79%	72%	44%
Vol Right, %	0%	6%	22%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	78	79	86
LT Vol	2	11	5	23
Through Vol	17	62	57	38
RT Vol	0	5	17	25
Lane Flow Rate	21	85	86	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.098	0.097	0.106
Departure Headway (Hd)	4.395	4.153	4.046	4.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	852	874	863
Service Time	2.395	2.231	2.126	2.177
HCM Lane V/C Ratio	0.026	0.1	0.098	0.108
HCM Control Delay	7.5	7.7	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.4

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	78	12	10	121	31	7	68	2	14	36	16
Future Vol, veh/h	21	78	12	10	121	31	7	68	2	14	36	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
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	23	85	13	11	132	34	8	74	2	15	39	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	19%	6%	21%
Vol Thru, %	88%	70%	75%	55%
Vol Right, %	3%	11%	19%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	111	162	66
LT Vol	7	21	10	14
Through Vol	68	78	121	36
RT Vol	2	12	31	16
Lane Flow Rate	84	121	176	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.148	0.21	0.091
Departure Headway (Hd)	4.649	4.429	4.297	4.56
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	811	836	786
Service Time	2.676	2.451	2.318	2.586
HCM Lane V/C Ratio	0.109	0.149	0.211	0.092
HCM Control Delay	8.2	8.2	8.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.8	0.3

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	62	5	5	57	17	2	17	0	23	38	25
Future Vol, veh/h	11	62	5	5	57	17	2	17	0	23	38	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	2	0	0	0	0	0	3	0
Mvmt Flow	12	67	5	5	62	18	2	18	0	25	41	27
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.6	7.5	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	14%	6%	27%
Vol Thru, %	89%	79%	72%	44%
Vol Right, %	0%	6%	22%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	78	79	86
LT Vol	2	11	5	23
Through Vol	17	62	57	38
RT Vol	0	5	17	25
Lane Flow Rate	21	85	86	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.098	0.097	0.106
Departure Headway (Hd)	4.395	4.153	4.046	4.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	819	852	874	863
Service Time	2.395	2.231	2.126	2.177
HCM Lane V/C Ratio	0.026	0.1	0.098	0.108
HCM Control Delay	7.5	7.7	7.6	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.4

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	78	12	10	121	31	7	68	2	14	36	16
Future Vol, veh/h	21	78	12	10	121	31	7	68	2	14	36	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
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	23	85	13	11	132	34	8	74	2	15	39	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.5	8.2	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	19%	6%	21%
Vol Thru, %	88%	70%	75%	55%
Vol Right, %	3%	11%	19%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	111	162	66
LT Vol	7	21	10	14
Through Vol	68	78	121	36
RT Vol	2	12	31	16
Lane Flow Rate	84	121	176	72
Geometry Grp	1	1	1	1
Degree of Util (X)	0.108	0.148	0.21	0.091
Departure Headway (Hd)	4.649	4.429	4.297	4.56
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	811	836	786
Service Time	2.676	2.451	2.318	2.586
HCM Lane V/C Ratio	0.109	0.149	0.211	0.092
HCM Control Delay	8.2	8.2	8.5	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.5	0.8	0.3

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	68	10	6	69	18	2	73	11	40	58	16
Future Vol, veh/h	6	68	10	6	69	18	2	73	11	40	58	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
Heavy Vehicles, %	17	3	10	0	1	6	0	6	0	0	5	0
Mvmt Flow	7	74	11	7	75	20	2	79	12	43	63	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	8.1	8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	6%	35%
Vol Thru, %	85%	81%	74%	51%
Vol Right, %	13%	12%	19%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	84	93	114
LT Vol	2	6	6	40
Through Vol	73	68	69	58
RT Vol	11	10	18	16
Lane Flow Rate	93	91	101	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.115	0.12	0.124	0.153
Departure Headway (Hd)	4.419	4.744	4.404	4.442
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	757	815	808
Service Time	2.441	2.766	2.425	2.463
HCM Lane V/C Ratio	0.115	0.12	0.124	0.153
HCM Control Delay	8	8.4	8.1	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.4	0.4	0.5

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	75	12	7	119	45	7	117	6	25	92	30
Future Vol, veh/h	15	75	12	7	119	45	7	117	6	25	92	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	2	0	1	0	0	2	0
Mvmt Flow	16	82	13	8	129	49	8	127	7	27	100	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	9.1	8.9	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	15%	4%	17%
Vol Thru, %	90%	74%	70%	63%
Vol Right, %	5%	12%	26%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	130	102	171	147
LT Vol	7	15	7	25
Through Vol	117	75	119	92
RT Vol	6	12	45	30
Lane Flow Rate	141	111	186	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.188	0.148	0.238	0.208
Departure Headway (Hd)	4.778	4.801	4.604	4.686
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	748	743	777	762
Service Time	2.83	2.856	2.653	2.738
HCM Lane V/C Ratio	0.189	0.149	0.239	0.21
HCM Control Delay	8.9	8.7	9.1	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.5	0.9	0.8

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	68	10	6	69	18	2	94	11	40	58	16
Future Vol, veh/h	6	68	10	6	69	18	2	94	11	40	58	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
Heavy Vehicles, %	17	3	10	0	1	6	0	4	0	0	5	0
Mvmt Flow	7	74	11	7	75	20	2	102	12	43	63	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.1	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	7%	6%	35%
Vol Thru, %	88%	81%	74%	51%
Vol Right, %	10%	12%	19%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	84	93	114
LT Vol	2	6	6	40
Through Vol	94	68	69	58
RT Vol	11	10	18	16
Lane Flow Rate	116	91	101	124
Geometry Grp	1	1	1	1
Degree of Util (X)	0.143	0.122	0.125	0.154
Departure Headway (Hd)	4.437	4.797	4.457	4.472
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	748	805	803
Service Time	2.462	2.823	2.483	2.496
HCM Lane V/C Ratio	0.144	0.122	0.125	0.154
HCM Control Delay	8.2	8.5	8.1	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.4	0.4	0.5

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	75	12	7	119	45	7	196	6	25	92	30
Future Vol, veh/h	15	75	12	7	119	45	7	196	6	25	92	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	2	0	1	0	0	2	0
Mvmt Flow	16	82	13	8	129	49	8	213	7	27	100	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	9.5	10	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	15%	4%	17%
Vol Thru, %	94%	74%	70%	63%
Vol Right, %	3%	12%	26%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	102	171	147
LT Vol	7	15	7	25
Through Vol	196	75	119	92
RT Vol	6	12	45	30
Lane Flow Rate	227	111	186	160
Geometry Grp	1	1	1	1
Degree of Util (X)	0.304	0.155	0.249	0.214
Departure Headway (Hd)	4.811	5.028	4.82	4.821
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	741	706	738	738
Service Time	2.878	3.108	2.893	2.894
HCM Lane V/C Ratio	0.306	0.157	0.252	0.217
HCM Control Delay	10	9	9.5	9.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.5	1	0.8

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

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

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	0
Intersection LOS	-

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

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	0	0	0	0
HCM LOS	-	-	-	-

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	100%
Vol Right, %	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	0	0	0
LT Vol	0	0	0	0
Through Vol	0	0	0	0
RT Vol	0	0	0	0
Lane Flow Rate	0	0	0	0
Geometry Grp	1	1	1	1
Degree of Util (X)	0	0	0	0
Departure Headway (Hd)	3.934	3.934	3.934	3.934
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	0	0	0	0
Service Time	1.934	1.934	1.934	1.934
HCM Lane V/C Ratio	0	0	0	0
HCM Control Delay	6.9	6.9	6.9	6.9
HCM Lane LOS	N	N	N	N
HCM 95th-tile Q	0	0	0	0

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	69	6	13	0	42	35	0	0	182	6
Future Vol, veh/h	4	6	69	6	13	0	42	35	0	0	182	6
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	0	0	3	0	8	0	2	3	0	0	0	0
Mvmt Flow	5	7	78	7	15	0	48	40	0	0	207	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.9	8.1	8.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	55%	5%	32%	0%
Vol Thru, %	45%	8%	68%	97%
Vol Right, %	0%	87%	0%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	79	19	188
LT Vol	42	4	6	0
Through Vol	35	6	13	182
RT Vol	0	69	0	6
Lane Flow Rate	88	90	22	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.11	0.102	0.028	0.246
Departure Headway (Hd)	4.506	4.084	4.736	4.142
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	882	759	855
Service Time	2.516	2.09	2.746	2.232
HCM Lane V/C Ratio	0.11	0.102	0.029	0.25
HCM Control Delay	8.1	7.6	7.9	8.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.1	1

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	18	76	7	16	1	140	101	11	3	183	6
Future Vol, veh/h	4	18	76	7	16	1	140	101	11	3	183	6
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	3	0	0	0	0	0
Mvmt Flow	5	21	87	8	18	1	161	116	13	3	210	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.5	10.4	9.3
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	4%	29%	2%
Vol Thru, %	40%	18%	67%	95%
Vol Right, %	4%	78%	4%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	252	98	24	192
LT Vol	140	4	7	3
Through Vol	101	18	16	183
RT Vol	11	76	1	6
Lane Flow Rate	290	113	28	221
Geometry Grp	1	1	1	1
Degree of Util (X)	0.371	0.145	0.04	0.279
Departure Headway (Hd)	4.616	4.642	5.254	4.547
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	769	678	788
Service Time	2.652	2.689	3.313	2.584
HCM Lane V/C Ratio	0.372	0.147	0.041	0.28
HCM Control Delay	10.4	8.5	8.5	9.3
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	0.5	0.1	1.1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	1	0	0	0	1	159	0	0	148	21
Future Vol, veh/h	5	0	1	0	0	0	1	159	0	0	148	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	0	0	0	0	0	0	6	0	0	2	29
Mvmt Flow	5	0	1	0	0	0	1	173	0	0	161	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	348	348	173	348	359	173	184	0	0	173	0	0
Stage 1	173	173	-	175	175	-	-	-	-	-	-	-
Stage 2	175	175	-	173	184	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	574	579	876	610	571	876	1403	-	-	1416	-	-
Stage 1	789	760	-	832	758	-	-	-	-	-	-	-
Stage 2	787	758	-	834	751	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	573	578	876	609	570	876	1403	-	-	1416	-	-
Mov Cap-2 Maneuver	573	578	-	609	570	-	-	-	-	-	-	-
Stage 1	788	760	-	831	757	-	-	-	-	-	-	-
Stage 2	786	757	-	833	751	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1403	-	-	608	-	1416	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	-	-	-	-
HCM Control Delay (s)	7.6	0	-	11	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	2	5	1	2	1	2	213	2	0	61	7
Future Vol, veh/h	5	2	5	1	2	1	2	213	2	0	61	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	0	0	0	0	0	0	14
Mvmt Flow	5	2	5	1	2	1	2	232	2	0	66	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	309	308	70	311	311	233	74	0	0	234	0	0
Stage 1	70	70	-	237	237	-	-	-	-	-	-	-
Stage 2	239	238	-	74	74	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.4	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	647	609	945	645	607	811	1538	-	-	1345	-	-
Stage 1	945	841	-	771	713	-	-	-	-	-	-	-
Stage 2	769	712	-	940	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	644	608	945	639	606	811	1538	-	-	1345	-	-
Mov Cap-2 Maneuver	644	608	-	639	606	-	-	-	-	-	-	-
Stage 1	944	841	-	770	712	-	-	-	-	-	-	-
Stage 2	765	711	-	932	837	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.5	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1538	-	-	734	656	1345	-	-
HCM Lane V/C Ratio	0.001	-	-	0.018	0.007	-	-	-
HCM Control Delay (s)	7.3	0	-	10	10.5	0	-	-
HCM Lane LOS	A	A	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	0	1	0	0	0	1	248	0	0	270	21
Future Vol, veh/h	5	0	1	0	0	0	1	248	0	0	270	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	20	0	0	0	0	0	0	4	0	0	1	29
Mvmt Flow	5	0	1	0	0	0	1	270	0	0	293	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	577	577	305	577	588	270	316	0	0	270	0	0
Stage 1	305	305	-	272	272	-	-	-	-	-	-	-
Stage 2	272	272	-	305	316	-	-	-	-	-	-	-
Critical Hdwy	7.3	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.3	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	402	430	740	431	424	774	1256	-	-	1305	-	-
Stage 1	668	666	-	738	688	-	-	-	-	-	-	-
Stage 2	696	688	-	709	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	402	430	740	430	424	774	1256	-	-	1305	-	-
Mov Cap-2 Maneuver	402	430	-	430	424	-	-	-	-	-	-	-
Stage 1	667	666	-	737	687	-	-	-	-	-	-	-
Stage 2	695	687	-	708	659	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.4	0	0	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1256	-	-	435	-	1305	-	-
HCM Lane V/C Ratio	0.001	-	-	0.015	-	-	-	-
HCM Control Delay (s)	7.9	0	-	13.4	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	2	5	1	2	1	2	577	2	0	124	7
Future Vol, veh/h	5	2	5	1	2	1	2	577	2	0	124	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	20	0	0	0	0	0	0	0	0	14
Mvmt Flow	5	2	5	1	2	1	2	627	2	0	135	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	773	772	139	775	775	628	143	0	0	629	0	0
Stage 1	139	139	-	632	632	-	-	-	-	-	-	-
Stage 2	634	633	-	143	143	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.4	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.48	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	319	333	863	318	331	487	1452	-	-	963	-	-
Stage 1	869	785	-	472	477	-	-	-	-	-	-	-
Stage 2	471	476	-	865	782	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	332	863	314	330	487	1452	-	-	963	-	-
Mov Cap-2 Maneuver	316	332	-	314	330	-	-	-	-	-	-	-
Stage 1	867	785	-	471	476	-	-	-	-	-	-	-
Stage 2	467	475	-	857	782	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.6	15.3	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1452	-	-	434	354	963	-	-
HCM Lane V/C Ratio	0.001	-	-	0.03	0.012	-	-	-
HCM Control Delay (s)	7.5	0	-	13.6	15.3	0	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	51	118	302	12	24
Future Vol, veh/h	467	51	118	302	12	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	9	20	8	38
Mvmt Flow	508	55	128	328	13	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	563	0	1120	282
Stage 1	-	-	-	-	536	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	-	-	4.235	-	6.72	7.47
Critical Hdwy Stg 1	-	-	-	-	5.92	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	-	-	2.2855	-	3.576	3.661
Pot Cap-1 Maneuver	-	-	966	-	206	630
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	542	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	966	-	179	630
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	16.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	966	-
HCM Lane V/C Ratio	0.114	-	-	0.133	-
HCM Control Delay (s)	16.9	-	-	9.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	304	5	20	487	55	157
Future Vol, veh/h	304	5	20	487	55	157
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	92	92	92	92	92	92
Heavy Vehicles, %	12	40	45	9	9	8
Mvmt Flow	330	5	22	529	60	171

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	335	0	906	168
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	573	-
Critical Hdwy	-	-	4.775	-	6.735	7.02
Critical Hdwy Stg 1	-	-	-	-	5.935	-
Critical Hdwy Stg 2	-	-	-	-	5.535	-
Follow-up Hdwy	-	-	2.6275	-	3.5855	3.376
Pot Cap-1 Maneuver	-	-	990	-	280	831
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	990	-	274	831
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	681	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	16.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	544	-	-	990	-
HCM Lane V/C Ratio	0.424	-	-	0.022	-
HCM Control Delay (s)	16.4	-	-	8.7	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	1112	61	124	1087	178	15	10	25	409	98	33
Future Vol, veh/h	10	1112	61	124	1087	178	15	10	25	409	98	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	4	0	8	6	2	6	2	36	2	2	2
Mvmt Flow	11	1209	66	135	1182	193	16	11	27	445	107	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1375	0	0	1275	0	0	2884	2909	638	2181	2846	1279
Stage 1	-	-	-	-	-	-	1264	1264	-	1549	1549	-
Stage 2	-	-	-	-	-	-	1620	1645	-	632	1297	-
Critical Hdwy	4.13	-	-	4.22	-	-	7.39	6.53	7.44	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.59	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.276	-	-	3.557	4.019	3.642	3.519	4.019	3.319
Pot Cap-1 Maneuver	497	-	-	517	-	-	~ 8	15	359	~ 29	~ 17	202
Stage 1	-	-	-	-	-	-	175	240	-	~ 142	174	-
Stage 2	-	-	-	-	-	-	125	156	-	~ 436	231	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	497	-	-	517	-	-	-	~ 10	359	-	~ 12	202
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 10	-	-	~ 12	-
Stage 1	-	-	-	-	-	-	161	221	-	~ 131	129	-
Stage 2	-	-	-	-	-	-	~ 13	115	-	~ 353	213	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	1.3		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	497	-	-	517	-	-	-
HCM Lane V/C Ratio	-	0.022	-	-	0.261	-	-	-
HCM Control Delay (s)	-	12.4	0.5	-	14.4	-	-	-
HCM Lane LOS	-	B	A	-	B	-	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-	1	-	-	-

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1497	8	21	1378	569	110	177	164	294	84	14
Future Vol, veh/h	38	1497	8	21	1378	569	110	177	164	294	84	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	25	43	3	2	4	2	8	2	2	2
Mvmt Flow	41	1627	9	23	1498	618	120	192	178	320	91	15

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2116	0	0	1636	0	0	3620	3876	818	2845	3571	1807
Stage 1	-	-	-	-	-	-	1714	1714	-	1853	1853	-
Stage 2	-	-	-	-	-	-	1906	2162	-	992	1718	-
Critical Hdwy	4.13	-	-	4.745	-	-	7.36	6.53	7.02	7.33	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.56	5.53	-	6.13	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.53	-	6.53	5.53	-
Follow-up Hdwy	2.219	-	-	2.6085	-	-	3.538	4.019	3.376	3.519	4.019	3.319
Pot Cap-1 Maneuver	256	-	-	273	-	-	~ 2	~ 3	310	~ 9	~ 6	98
Stage 1	-	-	-	-	-	-	~ 93	~ 145	-	~ 94	123	-
Stage 2	-	-	-	-	-	-	~ 86	~ 86	-	~ 264	144	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	256	-	-	273	-	-	-	0	310	-	0	98
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	0	-	-	0	-
Stage 1	-	-	-	-	-	-	~ 93	0	-	~ 94	113	-
Stage 2	-	-	-	-	-	-	~ 13	~ 79	-	-	0	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	256	-	-	273	-	-	-
HCM Lane V/C Ratio	-	0.161	-	-	0.084	-	-	-
HCM Control Delay (s)	-	21.7	10.3	-	19.4	-	-	-
HCM Lane LOS	-	C	B	-	C	-	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-	0.3	-	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1112	61	124	1087	178	15	10	25	409	98	33
Future Volume (veh/h)	10	1112	61	124	1087	178	15	10	25	409	98	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1841	1900	1781	1811	1870	1811	1870	1366	1870	1870	1870
Adj Flow Rate, veh/h	11	1209	66	135	1182	193	16	11	27	445	107	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	4	0	8	6	2	6	2	36	2	2	2
Cap, veh/h	198	1345	73	250	1818	837	189	158	192	584	470	158
Arrive On Green	0.40	0.40	0.40	0.08	0.53	0.53	0.08	0.08	0.08	0.22	0.35	0.35
Sat Flow, veh/h	395	3372	184	1697	3441	1585	1206	1870	1158	1781	1339	450
Grp Volume(v), veh/h	11	626	649	135	1182	193	16	11	27	445	0	143
Grp Sat Flow(s),veh/h/ln	395	1749	1808	1697	1721	1585	1206	1870	1158	1781	0	1789
Q Serve(g_s), s	1.7	27.7	27.8	3.5	20.4	5.4	1.0	0.4	1.6	18.0	0.0	4.7
Cycle Q Clear(g_c), s	11.4	27.7	27.8	3.5	20.4	5.4	1.0	0.4	1.6	18.0	0.0	4.7
Prop In Lane	1.00		0.10	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	198	698	721	250	1818	837	189	158	192	584	0	628
V/C Ratio(X)	0.06	0.90	0.90	0.54	0.65	0.23	0.08	0.07	0.14	0.76	0.00	0.23
Avail Cap(c_a), veh/h	208	740	765	277	1957	901	248	249	248	584	0	714
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.0	23.3	23.3	18.0	14.0	10.5	35.1	34.8	29.5	25.1	0.0	18.9
Incr Delay (d2), s/veh	0.1	13.3	13.2	1.8	0.7	0.1	0.2	0.2	0.3	5.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.1	12.5	1.3	6.7	1.6	0.3	0.2	0.4	8.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	36.6	36.4	19.8	14.7	10.6	35.3	35.0	29.8	31.0	0.0	19.1
LnGrp LOS	C	D	D	B	B	B	D	D	C	C	A	B
Approach Vol, veh/h		1286			1510			54			588	
Approach Delay, s/veh		36.4			14.6			32.5			28.1	
Approach LOS		D			B			C			C	

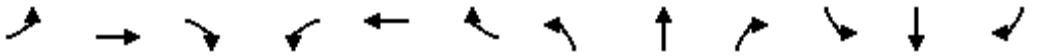
Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	12.0	12.0	10.7	38.0		34.0		48.7
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	8.0	11.0	8.0	35.0		33.0		47.0
Max Q Clear Time (g_c+I1), s	20.0	3.6	5.5	29.8		6.7		22.4
Green Ext Time (p_c), s	0.0	0.1	0.1	3.2		0.8		9.6

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1497	8	21	1378	569	110	177	164	294	84	14
Future Volume (veh/h)	38	1497	8	21	1378	569	110	177	164	294	84	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1530	1263	1856	1870	1841	1870	1781	1870	1870	1870
Adj Flow Rate, veh/h	41	1627	9	23	1498	618	120	192	178	320	91	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	25	43	3	2	4	2	8	2	2	2
Cap, veh/h	168	1735	10	138	1978	1134	236	222	231	381	502	83
Arrive On Green	0.48	0.48	0.48	0.03	0.56	0.56	0.12	0.12	0.12	0.15	0.32	0.32
Sat Flow, veh/h	351	3624	20	1203	3526	1585	1267	1870	1510	1781	1566	258
Grp Volume(v), veh/h	41	797	839	23	1498	618	120	192	178	320	0	106
Grp Sat Flow(s),veh/h/ln	351	1777	1867	1203	1763	1585	1267	1870	1510	1781	0	1824
Q Serve(g_s), s	8.5	35.8	35.8	0.8	27.3	15.3	7.8	8.5	9.5	13.0	0.0	3.5
Cycle Q Clear(g_c), s	28.9	35.8	35.8	0.8	27.3	15.3	7.8	8.5	9.5	13.0	0.0	3.5
Prop In Lane	1.00		0.01	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	168	851	894	138	1978	1134	236	222	231	381	0	584
V/C Ratio(X)	0.24	0.94	0.94	0.17	0.76	0.55	0.51	0.87	0.77	0.84	0.00	0.18
Avail Cap(c_a), veh/h	171	864	908	211	2217	1241	236	222	231	381	0	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.8	20.8	20.8	18.7	14.1	5.6	36.2	36.5	34.3	26.2	0.0	20.7
Incr Delay (d2), s/veh	0.7	17.2	16.7	0.6	1.4	0.4	1.8	28.0	14.5	15.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	15.9	16.6	0.2	9.1	3.3	2.5	5.5	4.2	6.9	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	38.0	37.5	19.3	15.5	6.0	38.0	64.5	48.8	41.4	0.0	20.8
LnGrp LOS	C	D	D	B	B	A	D	E	D	D	A	C
Approach Vol, veh/h		1677			2139			490			426	
Approach Delay, s/veh		37.5			12.8			52.3			36.3	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4		6		8
Phs Duration (G+Y+Rc), s	17.0	15.0	6.9	45.4		32.0		52.3
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	13.0	10.0	8.0	41.0		27.0		53.0
Max Q Clear Time (g_c+I1), s	15.0	11.5	2.8	37.8		5.5		29.3
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5		0.5		14.6

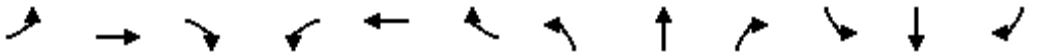
Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	597	365	140	703	0	0	0	0	57	2	89
Future Volume (veh/h)	0	597	365	140	703	0	0	0	0	57	2	89
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1811	1707	1811	1767	0				1767	1900	1767
Adj Flow Rate, veh/h	0	649	397	152	764	0				62	2	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	6	13	6	9	0				9	0	9
Cap, veh/h	0	1106	465	459	1793	0				428	8	402
Arrive On Green	0.00	0.32	0.32	0.13	0.53	0.00				0.25	0.25	0.25
Sat Flow, veh/h	0	3532	1447	1725	3445	0				1682	33	1583
Grp Volume(v), veh/h	0	649	397	152	764	0				62	0	99
Grp Sat Flow(s),veh/h/ln	0	1721	1447	1725	1678	0				1682	0	1615
Q Serve(g_s), s	0.0	7.4	12.1	2.3	6.5	0.0				1.3	0.0	2.3
Cycle Q Clear(g_c), s	0.0	7.4	12.1	2.3	6.5	0.0				1.3	0.0	2.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.98
Lane Grp Cap(c), veh/h	0	1106	465	459	1793	0				428	0	410
V/C Ratio(X)	0.00	0.59	0.85	0.33	0.43	0.00				0.14	0.00	0.24
Avail Cap(c_a), veh/h	0	1166	490	530	1991	0				428	0	410
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.4	15.0	8.0	6.6	0.0				13.6	0.0	14.0
Incr Delay (d2), s/veh	0.0	0.7	13.2	0.4	0.2	0.0				0.7	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	4.6	0.6	1.3	0.0				0.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.1	28.2	8.4	6.8	0.0				14.3	0.0	15.4
LnGrp LOS	A	B	C	A	A	A				B	A	B
Approach Vol, veh/h		1046			916						161	
Approach Delay, s/veh		19.5			7.1						15.0	
Approach LOS		B			A						B	

Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		10.0	20.2		17.0		30.2				
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		8.0	16.0		12.0		28.0				
Max Q Clear Time (g_c+I1), s		4.3	14.1		4.3		8.5				
Green Ext Time (p_c), s		0.1	1.1		0.4		4.7				

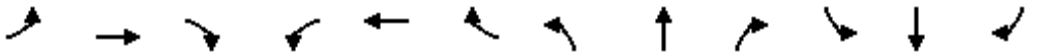
Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	335	326	283	610	0	0	0	0	59	0	159
Future Volume (veh/h)	0	335	326	283	610	0	0	0	0	59	0	159
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1781	1678	1826	1796	0				1856	1900	1856
Adj Flow Rate, veh/h	0	364	354	308	663	0				64	0	173
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	8	15	5	7	0				3	0	3
Cap, veh/h	0	972	408	570	1806	0				454	0	414
Arrive On Green	0.00	0.29	0.29	0.16	0.53	0.00				0.26	0.00	0.26
Sat Flow, veh/h	0	3474	1422	1739	3503	0				1767	0	1610
Grp Volume(v), veh/h	0	364	354	308	663	0				64	0	173
Grp Sat Flow(s),veh/h/ln	0	1692	1422	1739	1706	0				1767	0	1610
Q Serve(g_s), s	0.0	4.0	11.0	5.2	5.3	0.0				1.3	0.0	4.2
Cycle Q Clear(g_c), s	0.0	4.0	11.0	5.2	5.3	0.0				1.3	0.0	4.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	972	408	570	1806	0				454	0	414
V/C Ratio(X)	0.00	0.37	0.87	0.54	0.37	0.00				0.14	0.00	0.42
Avail Cap(c_a), veh/h	0	1014	426	671	2046	0				454	0	414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	13.3	15.8	8.2	6.4	0.0				13.4	0.0	14.5
Incr Delay (d2), s/veh	0.0	0.2	16.5	0.8	0.1	0.0				0.6	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	4.5	1.3	1.1	0.0				0.5	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.5	32.3	9.0	6.6	0.0				14.0	0.0	17.5
LnGrp LOS	A	B	C	A	A	A				B	A	B
Approach Vol, veh/h		718			971						237	
Approach Delay, s/veh		22.8			7.3						16.6	
Approach LOS		C			A						B	

Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		11.3	18.4		17.0		29.7				
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		10.0	14.0		12.0		28.0				
Max Q Clear Time (g_c+I1), s		7.2	13.0		6.2		7.3				
Green Ext Time (p_c), s		0.3	0.4		0.6		4.1				

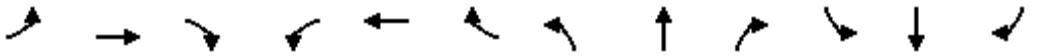
Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	570	1146	404	1486	0	0	0	0	62	0	252
Future Volume (veh/h)	0	570	1146	404	1486	0	0	0	0	62	0	252
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1841	1841	1856	0				1856	1900	1870
Adj Flow Rate, veh/h	0	620	1246	439	1615	0				67	0	274
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	5	4	4	3	0				3	0	2
Cap, veh/h	0	2082	936	360	2585	0				275	0	250
Arrive On Green	0.00	0.60	0.60	0.09	0.73	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	3561	1560	1753	3618	0				1767	0	1610
Grp Volume(v), veh/h	0	620	1246	439	1615	0				67	0	274
Grp Sat Flow(s),veh/h/ln	0	1735	1560	1753	1763	0				1767	0	1610
Q Serve(g_s), s	0.0	7.8	54.0	8.0	20.3	0.0				3.0	0.0	14.0
Cycle Q Clear(g_c), s	0.0	7.8	54.0	8.0	20.3	0.0				3.0	0.0	14.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2082	936	360	2585	0				275	0	250
V/C Ratio(X)	0.00	0.30	1.33	1.22	0.62	0.00				0.24	0.00	1.09
Avail Cap(c_a), veh/h	0	2082	936	360	2585	0				275	0	250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	8.8	18.0	16.0	5.9	0.0				33.4	0.0	38.0
Incr Delay (d2), s/veh	0.0	0.1	156.4	121.7	0.5	0.0				2.1	0.0	84.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.5	55.7	15.9	4.8	0.0				1.4	0.0	11.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	8.8	174.4	137.8	6.4	0.0				35.5	0.0	122.3
LnGrp LOS	A	A	F	F	A	A				D	A	F
Approach Vol, veh/h		1866			2054						341	
Approach Delay, s/veh		119.4			34.5						105.2	
Approach LOS		F			C						F	

Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		12.0	59.0		19.0		71.0				
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		8.0	54.0		14.0		66.0				
Max Q Clear Time (g_c+I1), s		10.0	56.0		16.0		22.3				
Green Ext Time (p_c), s		0.0	0.0		0.0		17.0				

Intersection Summary	
HCM 6th Ctrl Delay	77.3
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1295	1161	206	2065	0	0	0	0	65	2	188
Future Volume (veh/h)	0	1295	1161	206	2065	0	0	0	0	65	2	188
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1841	1841	1856	0				1781	1900	1722
Adj Flow Rate, veh/h	0	1408	1262	224	2245	0				71	2	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	4	4	3	0				8	0	12
Cap, veh/h	0	2178	964	259	2615	0				248	2	233
Arrive On Green	0.00	0.62	0.62	0.08	0.74	0.00				0.15	0.15	0.15
Sat Flow, veh/h	0	3618	1560	1753	3618	0				1697	16	1597
Grp Volume(v), veh/h	0	1408	1262	224	2245	0				71	0	206
Grp Sat Flow(s),veh/h/ln	0	1763	1560	1753	1763	0				1697	0	1613
Q Serve(g_s), s	0.0	22.6	55.0	5.0	40.3	0.0				3.3	0.0	11.1
Cycle Q Clear(g_c), s	0.0	22.6	55.0	5.0	40.3	0.0				3.3	0.0	11.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	2178	964	259	2615	0				248	0	235
V/C Ratio(X)	0.00	0.65	1.31	0.86	0.86	0.00				0.29	0.00	0.87
Avail Cap(c_a), veh/h	0	2178	964	278	2653	0				248	0	235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.8	17.0	22.4	8.2	0.0				33.9	0.0	37.2
Incr Delay (d2), s/veh	0.0	0.7	146.8	22.6	3.0	0.0				2.9	0.0	33.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.1	54.2	4.4	9.8	0.0				1.6	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.5	163.8	45.0	11.2	0.0				36.8	0.0	70.7
LnGrp LOS	A	B	F	D	B	A				D	A	E
Approach Vol, veh/h		2670			2469						277	
Approach Delay, s/veh		83.5			14.3						62.0	
Approach LOS		F			B						E	

Timer - Assigned Phs		3	4		6		8				
Phs Duration (G+Y+Rc), s		11.0	60.0		18.0		71.0				
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		8.0	55.0		13.0		67.0				
Max Q Clear Time (g_c+I1), s		7.0	57.0		13.1		42.3				
Green Ext Time (p_c), s		0.1	0.0		0.0		19.1				

Intersection Summary	
HCM 6th Ctrl Delay	50.8
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	570	1146	404	1486	0	0	0	0	62	0	252
Future Volume (veh/h)	0	570	1146	404	1486	0	0	0	0	62	0	252
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1826	1841	1841	1856	0				1856	1900	1870
Adj Flow Rate, veh/h	0	620	1246	439	1615	0				67	0	274
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	5	4	4	3	0				3	0	2
Cap, veh/h	0	1503	1190	447	2272	0				432	0	394
Arrive On Green	0.00	0.43	0.43	0.17	0.64	0.00				0.24	0.00	0.24
Sat Flow, veh/h	0	3561	2745	1753	3618	0				1767	0	1610
Grp Volume(v), veh/h	0	620	1246	439	1615	0				67	0	274
Grp Sat Flow(s),veh/h/ln	0	1735	1373	1753	1763	0				1767	0	1610
Q Serve(g_s), s	0.0	11.1	39.0	14.4	27.1	0.0				2.7	0.0	13.9
Cycle Q Clear(g_c), s	0.0	11.1	39.0	14.4	27.1	0.0				2.7	0.0	13.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1503	1190	447	2272	0				432	0	394
V/C Ratio(X)	0.00	0.41	1.05	0.98	0.71	0.00				0.16	0.00	0.70
Avail Cap(c_a), veh/h	0	1503	1190	447	2272	0				432	0	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.6	25.5	20.3	10.5	0.0				26.7	0.0	31.0
Incr Delay (d2), s/veh	0.0	0.2	39.4	37.7	1.1	0.0				0.8	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	17.6	8.1	8.3	0.0				1.2	0.0	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.8	64.9	58.1	11.6	0.0				27.5	0.0	40.7
LnGrp LOS	A	B	F	E	B	A				C	A	D
Approach Vol, veh/h		1866			2054						341	
Approach Delay, s/veh		49.2			21.5						38.1	
Approach LOS		D			C						D	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		19.0	44.0		27.0		63.0					
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0					
Max Green Setting (Gmax), s		15.0	39.0		22.0		58.0					
Max Q Clear Time (g_c+I1), s		16.4	41.0		15.9		29.1					
Green Ext Time (p_c), s		0.0	0.0		1.0		14.3					

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1295	1161	206	2065	0	0	0	0	65	2	188
Future Volume (veh/h)	0	1295	1161	206	2065	0	0	0	0	65	2	188
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1856	1841	1841	1856	0				1781	1900	1722
Adj Flow Rate, veh/h	0	1408	1262	224	2245	0				71	2	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	3	4	4	3	0				8	0	12
Cap, veh/h	0	1980	1542	262	2443	0				328	3	309
Arrive On Green	0.00	0.56	0.56	0.09	0.69	0.00				0.19	0.19	0.19
Sat Flow, veh/h	0	3618	2745	1753	3618	0				1697	16	1597
Grp Volume(v), veh/h	0	1408	1262	224	2245	0				71	0	206
Grp Sat Flow(s),veh/h/ln	0	1763	1373	1753	1763	0				1697	0	1613
Q Serve(g_s), s	0.0	25.6	32.8	5.4	47.3	0.0				3.1	0.0	10.4
Cycle Q Clear(g_c), s	0.0	25.6	32.8	5.4	47.3	0.0				3.1	0.0	10.4
Prop In Lane	0.00		1.00	1.00		0.00				1.00		0.99
Lane Grp Cap(c), veh/h	0	1980	1542	262	2443	0				328	0	312
V/C Ratio(X)	0.00	0.71	0.82	0.86	0.92	0.00				0.22	0.00	0.66
Avail Cap(c_a), veh/h	0	1980	1542	331	2525	0				328	0	312
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.1	15.6	21.9	11.4	0.0				29.9	0.0	32.8
Incr Delay (d2), s/veh	0.0	1.2	3.6	16.2	5.9	0.0				1.5	0.0	10.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.7	9.1	3.6	14.2	0.0				1.4	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.3	19.2	38.1	17.3	0.0				31.4	0.0	43.3
LnGrp LOS	A	B	B	D	B	A				C	A	D
Approach Vol, veh/h		2670			2469						277	
Approach Delay, s/veh		17.1			19.2						40.3	
Approach LOS		B			B						D	

Timer - Assigned Phs		3	4		6		8					
Phs Duration (G+Y+Rc), s		11.5	54.4		22.0		66.0					
Change Period (Y+Rc), s		4.0	5.0		5.0		5.0					
Max Green Setting (Gmax), s		11.0	48.0		17.0		63.0					
Max Q Clear Time (g_c+I1), s		7.4	34.8		12.4		49.3					
Green Ext Time (p_c), s		0.2	10.8		0.6		11.6					

Intersection Summary	
HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	506	0	0	554	100	332	0	277	0	0	0
Future Volume (veh/h)	148	506	0	0	554	100	332	0	277	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1707	1856	0	0	1841	1841	1722	1900	1811			
Adj Flow Rate, veh/h	161	550	0	0	602	109	361	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	13	3	0	0	4	4	12	0	6			
Cap, veh/h	420	1696	0	0	776	140	993	0				
Arrive On Green	0.13	0.48	0.00	0.00	0.26	0.26	0.30	0.00	0.00			
Sat Flow, veh/h	1626	3618	0	0	3051	535	3280	0	1535			
Grp Volume(v), veh/h	161	550	0	0	355	356	361	0	0			
Grp Sat Flow(s),veh/h/ln	1626	1763	0	0	1749	1745	1640	0	1535			
Q Serve(g_s), s	2.9	4.4	0.0	0.0	8.7	8.7	4.0	0.0	0.0			
Cycle Q Clear(g_c), s	2.9	4.4	0.0	0.0	8.7	8.7	4.0	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.31	1.00		1.00			
Lane Grp Cap(c), veh/h	420	1696	0	0	458	457	993	0				
V/C Ratio(X)	0.38	0.32	0.00	0.00	0.77	0.78	0.36	0.00				
Avail Cap(c_a), veh/h	486	1983	0	0	529	528	993	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	9.8	7.4	0.0	0.0	15.8	15.8	12.6	0.0	0.0			
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.0	6.2	6.3	1.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.7	1.0	0.0	0.0	3.7	3.7	1.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	7.5	0.0	0.0	22.0	22.1	13.7	0.0	0.0			
LnGrp LOS	B	A	A	A	C	C	B	A				
Approach Vol, veh/h		711			711			361	A			
Approach Delay, s/veh		8.1			22.0			13.7				
Approach LOS		A			C			B				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	19.0	27.2	10.1	17.1
Change Period (Y+Rc), s	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	14.0	26.0	8.0	14.0
Max Q Clear Time (g_c+I1), s	6.0	6.4	4.9	10.7
Green Ext Time (p_c), s	0.8	3.2	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	371	0	0	625	62	276	0	122	0	0	0
Future Volume (veh/h)	49	371	0	0	625	62	276	0	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1470	1856	0	0	1826	1826	1633	1900	1856			
Adj Flow Rate, veh/h	53	403	0	0	679	67	300	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	29	3	0	0	5	5	18	0	3			
Cap, veh/h	341	1657	0	0	945	93	900	0				
Arrive On Green	0.08	0.47	0.00	0.00	0.30	0.30	0.29	0.00	0.00			
Sat Flow, veh/h	1400	3618	0	0	3281	314	3111	0	1572			
Grp Volume(v), veh/h	53	403	0	0	369	377	300	0	0			
Grp Sat Flow(s),veh/h/ln	1400	1763	0	0	1735	1769	1555	0	1572			
Q Serve(g_s), s	0.9	2.8	0.0	0.0	7.9	7.9	3.1	0.0	0.0			
Cycle Q Clear(g_c), s	0.9	2.8	0.0	0.0	7.9	7.9	3.1	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.18	1.00		1.00			
Lane Grp Cap(c), veh/h	341	1657	0	0	514	524	900	0				
V/C Ratio(X)	0.16	0.24	0.00	0.00	0.72	0.72	0.33	0.00				
Avail Cap(c_a), veh/h	503	2379	0	0	669	682	900	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	8.5	6.6	0.0	0.0	13.0	13.1	11.6	0.0	0.0			
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.0	2.6	2.6	1.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.2	0.6	0.0	0.0	2.8	2.9	1.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	6.7	0.0	0.0	15.6	15.6	12.6	0.0	0.0			
LnGrp LOS	A	A	A	A	B	B	B	A				
Approach Vol, veh/h		456			746			300	A			
Approach Delay, s/veh		6.9			15.6			12.6				
Approach LOS		A			B			B				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	17.0	24.5	7.2	17.3
Change Period (Y+Rc), s	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	12.0	28.0	8.0	16.0
Max Q Clear Time (g_c+I1), s	5.1	4.8	2.9	9.9
Green Ext Time (p_c), s	0.6	2.4	0.0	2.4

Intersection Summary	
HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	532	0	0	990	68	907	0	231	0	0	0
Future Volume (veh/h)	126	532	0	0	990	68	907	0	231	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1870	0	0	1856	1722	1811	1900	1870			
Adj Flow Rate, veh/h	137	578	0	0	1076	74	986	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	11	2	0	0	3	12	6	0	2			
Cap, veh/h	266	1755	0	0	1170	80	1274	0				
Arrive On Green	0.09	0.49	0.00	0.00	0.35	0.35	0.37	0.00	0.00			
Sat Flow, veh/h	1654	3647	0	0	3440	230	3450	0	1585			
Grp Volume(v), veh/h	137	578	0	0	567	583	986	0	0			
Grp Sat Flow(s),veh/h/ln	1654	1777	0	0	1763	1814	1725	0	1585			
Q Serve(g_s), s	3.5	7.2	0.0	0.0	22.5	22.6	18.5	0.0	0.0			
Cycle Q Clear(g_c), s	3.5	7.2	0.0	0.0	22.5	22.6	18.5	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.13	1.00		1.00			
Lane Grp Cap(c), veh/h	266	1755	0	0	616	634	1274	0				
V/C Ratio(X)	0.52	0.33	0.00	0.00	0.92	0.92	0.77	0.00				
Avail Cap(c_a), veh/h	298	1847	0	0	627	645	1274	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	16.3	11.2	0.0	0.0	22.8	22.8	20.4	0.0	0.0			
Incr Delay (d2), s/veh	1.5	0.1	0.0	0.0	18.7	18.4	4.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	2.3	0.0	0.0	11.8	12.1	7.7	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.9	11.3	0.0	0.0	41.5	41.2	25.0	0.0	0.0			
LnGrp LOS	B	B	A	A	D	D	C	A				
Approach Vol, veh/h		715			1150			986	A			
Approach Delay, s/veh		12.6			41.4			25.0				
Approach LOS		B			D			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	32.0	41.1	10.6	30.6
Change Period (Y+Rc), s	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	27.0	38.0	8.0	26.0
Max Q Clear Time (g_c+I1), s	20.5	9.2	5.5	24.6
Green Ext Time (p_c), s	2.4	3.7	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1076	0	0	1140	106	1174	0	492	0	0	0
Future Volume (veh/h)	284	1076	0	0	1140	106	1174	0	492	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1796	1885	0	0	1870	1841	1856	1900	1856			
Adj Flow Rate, veh/h	309	1170	0	0	1239	115	1276	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	7	1	0	0	2	4	3	0	3			
Cap, veh/h	294	1898	0	0	1184	110	1308	0				
Arrive On Green	0.13	0.53	0.00	0.00	0.36	0.36	0.37	0.00	0.00			
Sat Flow, veh/h	1711	3676	0	0	3381	304	3534	0	1572			
Grp Volume(v), veh/h	309	1170	0	0	668	686	1276	0	0			
Grp Sat Flow(s),veh/h/ln	1711	1791	0	0	1777	1816	1767	0	1572			
Q Serve(g_s), s	13.0	22.8	0.0	0.0	36.0	36.0	35.6	0.0	0.0			
Cycle Q Clear(g_c), s	13.0	22.8	0.0	0.0	36.0	36.0	35.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.17	1.00		1.00			
Lane Grp Cap(c), veh/h	294	1898	0	0	640	654	1308	0				
V/C Ratio(X)	1.05	0.62	0.00	0.00	1.04	1.05	0.98	0.00				
Avail Cap(c_a), veh/h	294	1898	0	0	640	654	1308	0				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	29.9	16.4	0.0	0.0	32.0	32.0	31.1	0.0	0.0			
Incr Delay (d2), s/veh	66.0	0.6	0.0	0.0	47.8	48.8	19.7	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.0	8.4	0.0	0.0	23.4	24.1	18.2	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	96.0	17.0	0.0	0.0	79.8	80.8	50.8	0.0	0.0			
LnGrp LOS	F	B	A	A	F	F	D	A				
Approach Vol, veh/h		1479			1354			1276	A			
Approach Delay, s/veh		33.5			80.3			50.8				
Approach LOS		C			F			D				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	42.0	58.0	17.0	41.0
Change Period (Y+Rc), s	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	37.0	53.0	13.0	36.0
Max Q Clear Time (g_c+I1), s	37.6	24.8	15.0	38.0
Green Ext Time (p_c), s	0.0	9.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	532	0	0	990	68	907	0	231	0	0	0
Future Volume (veh/h)	126	532	0	0	990	68	907	0	231	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1737	1870	0	0	1856	1722	1811	1900	1870			
Adj Flow Rate, veh/h	137	578	0	0	1076	74	986	0	251			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	11	2	0	0	3	12	6	0	2			
Cap, veh/h	285	1832	0	0	1315	544	1811	0	555			
Arrive On Green	0.09	0.52	0.00	0.00	0.37	0.37	0.35	0.00	0.35			
Sat Flow, veh/h	3209	3647	0	0	3618	1459	5175	0	1585			
Grp Volume(v), veh/h	137	578	0	0	1076	74	986	0	251			
Grp Sat Flow(s),veh/h/ln	1605	1777	0	0	1763	1459	1725	0	1585			
Q Serve(g_s), s	3.0	7.0	0.0	0.0	20.5	2.5	11.4	0.0	9.1			
Cycle Q Clear(g_c), s	3.0	7.0	0.0	0.0	20.5	2.5	11.4	0.0	9.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	285	1832	0	0	1315	544	1811	0	555			
V/C Ratio(X)	0.48	0.32	0.00	0.00	0.82	0.14	0.54	0.00	0.45			
Avail Cap(c_a), veh/h	346	2105	0	0	1519	629	1811	0	555			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.2	10.4	0.0	0.0	21.0	15.4	19.4	0.0	18.6			
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	3.2	0.1	1.2	0.0	2.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.1	2.2	0.0	0.0	8.4	0.8	4.5	0.0	3.5			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	10.5	0.0	0.0	24.2	15.5	20.6	0.0	21.3			
LnGrp LOS	C	B	A	A	C	B	C	A	C			
Approach Vol, veh/h		715			1150			1237				
Approach Delay, s/veh		14.9			23.7			20.7				
Approach LOS		B			C			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	31.0	43.3	10.6	32.7
Change Period (Y+Rc), s	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	26.0	44.0	8.0	32.0
Max Q Clear Time (g_c+I1), s	13.4	9.0	5.0	22.5
Green Ext Time (p_c), s	4.3	3.8	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1076	0	0	1140	106	1174	0	492	0	0	0
Future Volume (veh/h)	284	1076	0	0	1140	106	1174	0	492	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1796	1885	0	0	1870	1841	1856	1900	1856			
Adj Flow Rate, veh/h	309	1170	0	0	1239	115	1276	0	535			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	7	1	0	0	2	4	3	0	3			
Cap, veh/h	332	1880	0	0	1288	565	1856	0	550			
Arrive On Green	0.10	0.52	0.00	0.00	0.36	0.36	0.35	0.00	0.35			
Sat Flow, veh/h	3319	3676	0	0	3647	1560	5302	0	1572			
Grp Volume(v), veh/h	309	1170	0	0	1239	115	1276	0	535			
Grp Sat Flow(s),veh/h/ln	1659	1791	0	0	1777	1560	1767	0	1572			
Q Serve(g_s), s	7.4	18.4	0.0	0.0	27.3	4.1	16.5	0.0	26.8			
Cycle Q Clear(g_c), s	7.4	18.4	0.0	0.0	27.3	4.1	16.5	0.0	26.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	332	1880	0	0	1288	565	1856	0	550			
V/C Ratio(X)	0.93	0.62	0.00	0.00	0.96	0.20	0.69	0.00	0.97			
Avail Cap(c_a), veh/h	332	1880	0	0	1288	565	1856	0	550			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	35.7	13.4	0.0	0.0	25.0	17.6	22.3	0.0	25.6			
Incr Delay (d2), s/veh	32.1	0.6	0.0	0.0	16.8	0.2	1.1	0.0	31.2			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.3	6.2	0.0	0.0	13.1	1.3	6.6	0.0	14.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	14.0	0.0	0.0	41.7	17.7	23.3	0.0	56.8			
LnGrp LOS	E	B	A	A	D	B	C	A	E			
Approach Vol, veh/h		1479			1354			1811				
Approach Delay, s/veh		25.3			39.7			33.2				
Approach LOS		C			D			C				

Timer - Assigned Phs	2	4	7	8
Phs Duration (G+Y+Rc), s	33.0	47.0	13.0	34.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	28.0	42.0	8.0	29.0
Max Q Clear Time (g_c+I1), s	28.8	20.4	9.4	29.3
Green Ext Time (p_c), s	0.0	8.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	770	389	60	0	192
Future Vol, veh/h	0	770	389	60	0	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	837	423	65	0	209

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	244
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	757
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	757
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	757
HCM Lane V/C Ratio	-	-	-	0.276
HCM Control Delay (s)	-	-	-	11.6
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	431	349	29	0	257
Future Vol, veh/h	0	431	349	29	0	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	5	17	0	2
Mvmt Flow	0	468	379	32	0	279

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	206
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	800
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	800
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	800
HCM Lane V/C Ratio	-	-	-	0.349
HCM Control Delay (s)	-	-	-	11.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	1.6

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	701	412	29	0	565
Future Vol, veh/h	0	701	412	29	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	17	0	1
Mvmt Flow	0	762	448	32	0	614

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	240
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.31
Pot Cap-1 Maneuver	0	-	-	-	0	764
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	764
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	26
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	764
HCM Lane V/C Ratio	-	-	-	0.804
HCM Control Delay (s)	-	-	-	26
HCM Lane LOS	-	-	-	D
HCM 95th %tile Q(veh)	-	-	-	8.5

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1555	668	60	0	507
Future Vol, veh/h	0	1555	668	60	0	507
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	2	0	0	0
Mvmt Flow	0	1690	726	65	0	551

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	396
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	609
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	609
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	43
HCM LOS			E

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	609
HCM Lane V/C Ratio	-	-	-	0.905
HCM Control Delay (s)	-	-	-	43
HCM Lane LOS	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	11.2

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	701	0	0	412	29	0	0	0	0	0	565
Future Vol, veh/h	0	701	0	0	412	29	0	0	0	0	0	565
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	4	17	2	2	2	0	2	1
Mvmt Flow	0	762	0	0	448	32	0	0	0	0	0	614

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	1242	381	-	1226	240
Stage 1	-	-	-	-	-	-	-	762	-	-	464	-
Stage 2	-	-	-	-	-	-	-	480	-	-	762	-
Critical Hdwy	-	-	-	-	-	-	-	6.54	6.94	-	6.54	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	-	5.54	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.02	3.32	-	4.02	3.31
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	173	617	0	177	764
Stage 1	0	-	0	0	-	-	0	412	-	0	562	-
Stage 2	0	-	0	0	-	-	0	553	-	0	412	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	173	617	-	177	764
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	173	-	-	177	-
Stage 1	-	-	-	-	-	-	-	412	-	-	562	-
Stage 2	-	-	-	-	-	-	-	553	-	-	412	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	13.8
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-	764	764
HCM Lane V/C Ratio	-	-	-	-	0.268	0.536
HCM Control Delay (s)	0	-	-	-	11.4	15
HCM Lane LOS	A	-	-	-	B	C
HCM 95th %tile Q(veh)	-	-	-	-	1.1	3.2

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↱			↱			↱	↗
Traffic Vol, veh/h	0	1555	0	0	668	60	0	0	0	0	0	507
Future Vol, veh/h	0	1555	0	0	668	60	0	0	0	0	0	507
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	2	2	2	0	2	2	2	0	2	0
Mvmt Flow	0	1690	0	0	726	65	0	0	0	0	0	551

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	-	2481	845	-	2449	396
Stage 1	-	-	-	-	-	-	-	1690	-	-	759	-
Stage 2	-	-	-	-	-	-	-	791	-	-	1690	-
Critical Hdwy	-	-	-	-	-	-	-	6.54	6.94	-	6.54	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	5.54	-	-	5.54	-
Follow-up Hdwy	-	-	-	-	-	-	-	4.02	3.32	-	4.02	3.3
Pot Cap-1 Maneuver	0	-	0	0	-	-	0	29	306	0	31	609
Stage 1	0	-	0	0	-	-	0	148	-	0	413	-
Stage 2	0	-	0	0	-	-	0	399	-	0	148	-
Platoon blocked, %		-			-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	29	306	-	31	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	29	-	-	31	-
Stage 1	-	-	-	-	-	-	-	148	-	-	413	-
Stage 2	-	-	-	-	-	-	-	399	-	-	148	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	-	609	609
HCM Lane V/C Ratio	-	-	-	-	0.302	0.603
HCM Control Delay (s)	0	-	-	-	13.4	19.5
HCM Lane LOS	A	-	-	-	B	C
HCM 95th %tile Q(veh)	-	-	-	-	1.3	4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	92	384	21	8	327	19	14	15	13	9	20	41
Future Vol, veh/h	92	384	21	8	327	19	14	15	13	9	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	3	5	0	0	0	0	5	5
Mvmt Flow	100	417	23	9	355	21	15	16	14	10	22	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	376	0	0	440	0	0	1046	1023	429	1028	1024	366
Stage 1	-	-	-	-	-	-	629	629	-	384	384	-
Stage 2	-	-	-	-	-	-	417	394	-	644	640	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.045	3.345
Pot Cap-1 Maneuver	1194	-	-	1131	-	-	208	238	630	214	232	673
Stage 1	-	-	-	-	-	-	474	478	-	643	606	-
Stage 2	-	-	-	-	-	-	617	609	-	465	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1194	-	-	1131	-	-	162	209	630	179	204	673
Mov Cap-2 Maneuver	-	-	-	-	-	-	162	209	-	179	204	-
Stage 1	-	-	-	-	-	-	421	425	-	572	600	-
Stage 2	-	-	-	-	-	-	550	603	-	389	413	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	24	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	235	1194	-	-	1131	-	-	335
HCM Lane V/C Ratio	0.194	0.084	-	-	0.008	-	-	0.227
HCM Control Delay (s)	24	8.3	0	-	8.2	0	-	18.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.3	-	-	0	-	-	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	276	10	9	306	7	13	3	7	8	13	42
Future Vol, veh/h	28	276	10	9	306	7	13	3	7	8	13	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	4	10	11	8	14	8	0	57	12	0	2
Mvmt Flow	30	300	11	10	333	8	14	3	8	9	14	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	341	0	0	311	0	0	753	727	306	728	728	337
Stage 1	-	-	-	-	-	-	366	366	-	357	357	-
Stage 2	-	-	-	-	-	-	387	361	-	371	371	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.18	6.5	6.77	7.22	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.572	4	3.813	3.608	4	3.318
Pot Cap-1 Maneuver	1229	-	-	1200	-	-	319	353	622	326	353	705
Stage 1	-	-	-	-	-	-	641	626	-	641	632	-
Stage 2	-	-	-	-	-	-	625	629	-	629	623	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1229	-	-	1200	-	-	280	339	622	310	339	705
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	339	-	310	339	-
Stage 1	-	-	-	-	-	-	622	607	-	622	626	-
Stage 2	-	-	-	-	-	-	566	623	-	599	604	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	16.2	13.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1229	-	-	1200	-	-	509
HCM Lane V/C Ratio	0.072	0.025	-	-	0.008	-	-	0.135
HCM Control Delay (s)	16.2	8	0	-	8	0	-	13.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	28	390	10	9	369	7	13	3	7	55	13	42
Future Vol, veh/h	28	390	10	9	369	7	13	3	7	55	13	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	10	11	7	14	8	0	57	12	0	2
Mvmt Flow	30	424	11	10	401	8	14	3	8	60	14	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	435	0	0	945	919	430	920	920	405
Stage 1	-	-	-	-	-	-	490	490	-	425	425	-
Stage 2	-	-	-	-	-	-	455	429	-	495	495	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.18	6.5	6.77	7.22	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.572	4	3.813	3.608	4	3.318
Pot Cap-1 Maneuver	1161	-	-	1078	-	-	236	273	524	241	273	646
Stage 1	-	-	-	-	-	-	549	552	-	588	590	-
Stage 2	-	-	-	-	-	-	573	587	-	538	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1161	-	-	1078	-	-	203	260	524	227	260	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	260	-	227	260	-
Stage 1	-	-	-	-	-	-	530	533	-	568	583	-
Stage 2	-	-	-	-	-	-	513	580	-	509	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	20.4	23.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	259	1161	-	-	1078	-	-	308
HCM Lane V/C Ratio	0.097	0.026	-	-	0.009	-	-	0.388
HCM Control Delay (s)	20.4	8.2	0	-	8.4	0	-	23.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	96	763	21	9	486	19	14	15	13	9	20	41
Future Vol, veh/h	96	763	21	9	486	19	14	15	13	9	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	5	0	0	0	0	5	5
Mvmt Flow	104	829	23	10	528	21	15	16	14	10	22	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	852	0	0	1641	1618	841	1623	1619	539
Stage 1	-	-	-	-	-	-	1049	1049	-	559	559	-
Stage 2	-	-	-	-	-	-	592	569	-	1064	1060	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.045	3.345
Pot Cap-1 Maneuver	1031	-	-	795	-	-	81	104	368	83	102	537
Stage 1	-	-	-	-	-	-	277	307	-	517	506	-
Stage 2	-	-	-	-	-	-	496	509	-	272	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1031	-	-	795	-	-	50	82	368	57	81	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	82	-	57	81	-
Stage 1	-	-	-	-	-	-	224	248	-	418	497	-
Stage 2	-	-	-	-	-	-	427	500	-	197	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	90.2	54.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	84	1031	-	-	795	-	-	145
HCM Lane V/C Ratio	0.543	0.101	-	-	0.012	-	-	0.525
HCM Control Delay (s)	90.2	8.9	0	-	9.6	0	-	54.4
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2.4	0.3	-	-	0	-	-	2.6

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↰	↱		↰	↱	
Traffic Vol, veh/h	28	390	10	9	369	7	13	3	7	55	13	42
Future Vol, veh/h	28	390	10	9	369	7	13	3	7	55	13	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	10	11	7	14	8	0	57	12	0	2
Mvmt Flow	30	424	11	10	401	8	14	3	8	60	14	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	409	0	0	435	0	0	945	919	430	920	920	405
Stage 1	-	-	-	-	-	-	490	490	-	425	425	-
Stage 2	-	-	-	-	-	-	455	429	-	495	495	-
Critical Hdwy	4.1	-	-	4.21	-	-	7.18	6.5	6.77	7.22	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.22	5.5	-
Follow-up Hdwy	2.2	-	-	2.299	-	-	3.572	4	3.813	3.608	4	3.318
Pot Cap-1 Maneuver	1161	-	-	1078	-	-	236	273	524	241	273	646
Stage 1	-	-	-	-	-	-	549	552	-	588	590	-
Stage 2	-	-	-	-	-	-	573	587	-	538	549	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1161	-	-	1078	-	-	203	260	524	227	260	646
Mov Cap-2 Maneuver	-	-	-	-	-	-	203	260	-	227	260	-
Stage 1	-	-	-	-	-	-	530	533	-	568	583	-
Stage 2	-	-	-	-	-	-	513	580	-	509	530	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	19.8	20
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	203	402	1161	-	-	1078	-	-	227	478
HCM Lane V/C Ratio	0.07	0.027	0.026	-	-	0.009	-	-	0.263	0.125
HCM Control Delay (s)	24.1	14.2	8.2	0	-	8.4	0	-	26.4	13.6
HCM Lane LOS	C	B	A	A	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0.2	0.1	0.1	-	-	0	-	-	1	0.4

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	96	763	21	9	486	19	14	15	13	9	20	41
Future Vol, veh/h	96	763	21	9	486	19	14	15	13	9	20	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	2	5	0	0	0	0	5	5
Mvmt Flow	104	829	23	10	528	21	15	16	14	10	22	45

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	549	0	0	852	0	0	1641	1618	841	1623	1619	539
Stage 1	-	-	-	-	-	-	1049	1049	-	559	559	-
Stage 2	-	-	-	-	-	-	592	569	-	1064	1060	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.55	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.55	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4.045	3.345
Pot Cap-1 Maneuver	1031	-	-	795	-	-	81	104	368	83	102	537
Stage 1	-	-	-	-	-	-	277	307	-	517	506	-
Stage 2	-	-	-	-	-	-	496	509	-	272	297	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1031	-	-	795	-	-	50	82	368	57	81	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	82	-	57	81	-
Stage 1	-	-	-	-	-	-	224	248	-	418	497	-
Stage 2	-	-	-	-	-	-	427	500	-	197	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	63.1	40
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	50	128	1031	-	-	795	-	-	57	189
HCM Lane V/C Ratio	0.304	0.238	0.101	-	-	0.012	-	-	0.172	0.351
HCM Control Delay (s)	105.8	41.7	8.9	0	-	9.6	0	-	80.8	34
HCM Lane LOS	F	E	A	A	-	A	A	-	F	D
HCM 95th %tile Q(veh)	1.1	0.9	0.3	-	-	0	-	-	0.6	1.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	34	352	14	7	354	36	10	28	23	11	38	35
Future Vol, veh/h	34	352	14	7	354	36	10	28	23	11	38	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	2	0	0	3	0	0	0	0	0	3	3
Mvmt Flow	37	383	15	8	385	39	11	30	25	12	41	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	424	0	0	398	0	0	925	905	391	913	893	405
Stage 1	-	-	-	-	-	-	465	465	-	421	421	-
Stage 2	-	-	-	-	-	-	460	440	-	492	472	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.5	4.027	3.327
Pot Cap-1 Maneuver	1130	-	-	1172	-	-	252	278	662	256	280	644
Stage 1	-	-	-	-	-	-	581	566	-	614	587	-
Stage 2	-	-	-	-	-	-	585	581	-	562	557	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1172	-	-	201	264	662	216	266	644
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	264	-	216	266	-
Stage 1	-	-	-	-	-	-	557	542	-	588	582	-
Stage 2	-	-	-	-	-	-	507	576	-	489	534	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	19.2	19.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	320	1130	-	-	1172	-	-	339
HCM Lane V/C Ratio	0.207	0.033	-	-	0.006	-	-	0.269
HCM Control Delay (s)	19.2	8.3	0	-	8.1	0	-	19.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	1.1

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	29	238	11	12	246	19	5	9	9	11	30	22
Future Vol, veh/h	29	238	11	12	246	19	5	9	9	11	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	8	0	8	9	10	40	0	56	0	0	0
Mvmt Flow	32	259	12	13	267	21	5	10	10	12	33	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	288	0	0	271	0	0	661	643	265	643	639	278
Stage 1	-	-	-	-	-	-	329	329	-	304	304	-
Stage 2	-	-	-	-	-	-	332	314	-	339	335	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.76	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.86	4	3.804	3.5	4	3.3
Pot Cap-1 Maneuver	1286	-	-	1258	-	-	328	394	660	389	397	766
Stage 1	-	-	-	-	-	-	611	650	-	710	667	-
Stage 2	-	-	-	-	-	-	609	660	-	680	646	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1286	-	-	1258	-	-	288	378	660	364	381	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	288	378	-	364	381	-
Stage 1	-	-	-	-	-	-	593	631	-	689	659	-
Stage 2	-	-	-	-	-	-	554	652	-	640	627	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	14.1	14.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	420	1286	-	-	1258	-	-	458
HCM Lane V/C Ratio	0.06	0.025	-	-	0.01	-	-	0.15
HCM Control Delay (s)	14.1	7.9	0	-	7.9	0	-	14.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	399	11	12	309	59	5	9	9	11	30	22
Future Vol, veh/h	29	399	11	12	309	59	5	9	9	11	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	8	7	3	40	0	56	0	0	0
Mvmt Flow	32	434	12	13	336	64	5	10	10	12	33	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	446	0	0	927	930	440	908	904	368
Stage 1	-	-	-	-	-	-	504	504	-	394	394	-
Stage 2	-	-	-	-	-	-	423	426	-	514	510	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.76	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.86	4	3.804	3.5	4	3.3
Pot Cap-1 Maneuver	1170	-	-	1083	-	-	213	269	518	258	279	682
Stage 1	-	-	-	-	-	-	486	544	-	635	609	-
Stage 2	-	-	-	-	-	-	540	589	-	547	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1170	-	-	1083	-	-	179	255	518	236	265	682
Mov Cap-2 Maneuver	-	-	-	-	-	-	179	255	-	236	265	-
Stage 1	-	-	-	-	-	-	469	524	-	612	599	-
Stage 2	-	-	-	-	-	-	485	580	-	508	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	18.8	18.8
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1170	-	-	1083	-	-	328
HCM Lane V/C Ratio	0.088	0.027	-	-	0.012	-	-	0.209
HCM Control Delay (s)	18.8	8.2	0	-	8.4	0	-	18.8
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	34	731	14	7	513	285	10	28	23	11	38	35
Future Vol, veh/h	34	731	14	7	513	285	10	28	23	11	38	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	1	0	0	2	0	0	0	0	0	3	3
Mvmt Flow	37	795	15	8	558	310	11	30	25	12	41	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	868	0	0	810	0	0	1646	1761	803	1633	1613	713
Stage 1	-	-	-	-	-	-	877	877	-	729	729	-
Stage 2	-	-	-	-	-	-	769	884	-	904	884	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.5	4.027	3.327
Pot Cap-1 Maneuver	772	-	-	825	-	-	80	85	387	82	104	430
Stage 1	-	-	-	-	-	-	346	369	-	417	427	-
Stage 2	-	-	-	-	-	-	397	366	-	334	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	772	-	-	825	-	-	44	76	387	49	93	430
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	76	-	49	93	-
Stage 1	-	-	-	-	-	-	316	337	-	381	418	-
Stage 2	-	-	-	-	-	-	320	359	-	259	331	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	107.9	99.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	93	772	-	-	825	-	-	118
HCM Lane V/C Ratio	0.713	0.048	-	-	0.009	-	-	0.774
HCM Control Delay (s)	107.9	9.9	0	-	9.4	0	-	99.6
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.6	0.2	-	-	0	-	-	4.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	399	11	12	309	59	5	9	9	11	30	22
Future Vol, veh/h	29	399	11	12	309	59	5	9	9	11	30	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	8	7	3	40	0	56	0	0	0
Mvmt Flow	32	434	12	13	336	64	5	10	10	12	33	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	400	0	0	446	0	0	927	930	440	876	872	336
Stage 1	-	-	-	-	-	-	504	504	-	362	362	-
Stage 2	-	-	-	-	-	-	423	426	-	514	510	-
Critical Hdwy	4.1	-	-	4.18	-	-	7.5	6.5	6.76	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.272	-	-	3.86	4	3.804	3.5	4	3.3
Pot Cap-1 Maneuver	1170	-	-	1083	-	-	213	269	518	272	291	711
Stage 1	-	-	-	-	-	-	486	544	-	661	629	-
Stage 2	-	-	-	-	-	-	540	589	-	547	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1170	-	-	1083	-	-	180	255	518	249	276	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	180	255	-	249	276	-
Stage 1	-	-	-	-	-	-	469	524	-	637	619	-
Stage 2	-	-	-	-	-	-	486	580	-	508	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.3	18.2	17.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	180	342	1170	-	-	1083	-	-	249	372
HCM Lane V/C Ratio	0.03	0.057	0.027	-	-	0.012	-	-	0.048	0.152
HCM Control Delay (s)	25.6	16.2	8.2	0	-	8.4	0	-	20.2	16.4
HCM Lane LOS	D	C	A	A	-	A	A	-	C	C
HCM 95th %tile Q(veh)	0.1	0.2	0.1	-	-	0	-	-	0.2	0.5

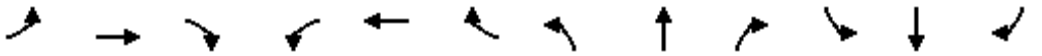
Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	731	14	7	513	285	10	28	23	11	38	35
Future Vol, veh/h	34	731	14	7	513	285	10	28	23	11	38	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	1	0	0	2	0	0	0	0	0	3	3
Mvmt Flow	37	795	15	8	558	310	11	30	25	12	41	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	868	0	0	810	0	0	1646	1761	803	1478	1458	558
Stage 1	-	-	-	-	-	-	877	877	-	574	574	-
Stage 2	-	-	-	-	-	-	769	884	-	904	884	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.53	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.53	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.5	4.027	3.327
Pot Cap-1 Maneuver	772	-	-	825	-	-	80	85	387	105	129	527
Stage 1	-	-	-	-	-	-	346	369	-	507	502	-
Stage 2	-	-	-	-	-	-	397	366	-	334	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	772	-	-	825	-	-	49	76	387	62	115	527
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	76	-	62	115	-
Stage 1	-	-	-	-	-	-	316	337	-	463	492	-
Stage 2	-	-	-	-	-	-	331	359	-	259	331	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	65.6	43.6
HCM LOS			F	E

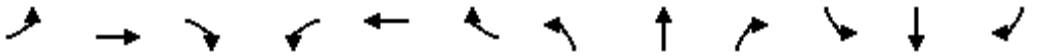
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	49	119	772	-	-	825	-	-	62	184
HCM Lane V/C Ratio	0.222	0.466	0.048	-	-	0.009	-	-	0.193	0.431
HCM Control Delay (s)	98.3	59.2	9.9	0	-	9.4	0	-	76.4	38.6
HCM Lane LOS	F	F	A	A	-	A	A	-	F	E
HCM 95th %tile Q(veh)	0.7	2.1	0.2	-	-	0	-	-	0.6	2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	129	48	30	162	31	64	358	26	54	319	73
Future Volume (veh/h)	71	129	48	30	162	31	64	358	26	54	319	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1826	1826	1796	1752	1752	1826	1870	1870	1811	1856	1856
Adj Flow Rate, veh/h	77	140	52	33	176	34	70	389	28	59	347	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	5	5	7	10	10	5	2	2	6	3	3
Cap, veh/h	276	235	87	279	222	43	478	767	55	485	642	146
Arrive On Green	0.08	0.19	0.19	0.05	0.16	0.16	0.07	0.44	0.44	0.07	0.44	0.44
Sat Flow, veh/h	1725	1269	472	1711	1427	276	1739	1724	124	1725	1463	333
Grp Volume(v), veh/h	77	0	192	33	0	210	70	0	417	59	0	426
Grp Sat Flow(s),veh/h/ln	1725	0	1741	1711	0	1702	1739	0	1848	1725	0	1796
Q Serve(g_s), s	2.5	0.0	7.1	1.1	0.0	8.4	1.4	0.0	11.4	1.2	0.0	12.3
Cycle Q Clear(g_c), s	2.5	0.0	7.1	1.1	0.0	8.4	1.4	0.0	11.4	1.2	0.0	12.3
Prop In Lane	1.00		0.27	1.00		0.16	1.00		0.07	1.00		0.19
Lane Grp Cap(c), veh/h	276	0	323	279	0	264	478	0	822	485	0	788
V/C Ratio(X)	0.28	0.00	0.60	0.12	0.00	0.79	0.15	0.00	0.51	0.12	0.00	0.54
Avail Cap(c_a), veh/h	314	0	419	368	0	410	522	0	822	538	0	788
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	22.2	0.0	26.4	23.1	0.0	28.8	9.9	0.0	14.1	9.8	0.0	14.6
Incr Delay (d2), s/veh	0.5	0.0	1.8	0.2	0.0	5.8	0.1	0.0	2.2	0.1	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.0	0.4	0.0	3.7	0.5	0.0	4.8	0.4	0.0	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	28.1	23.3	0.0	34.6	10.0	0.0	16.3	9.9	0.0	17.3
LnGrp LOS	C	A	C	C	A	C	B	A	B	A	A	B
Approach Vol, veh/h		269			243			487			485	
Approach Delay, s/veh		26.6			33.0			15.4			16.4	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	36.4	7.3	18.1	9.2	36.0	9.5	16.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	31.0	7.0	17.0	7.0	31.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	3.2	13.4	3.1	9.1	3.4	14.3	4.5	10.4
Green Ext Time (p_c), s	0.0	2.4	0.0	0.6	0.0	2.5	0.0	0.6

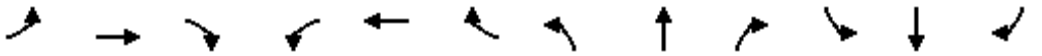
Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	213	45	33	168	50	102	505	16	74	393	84
Future Volume (veh/h)	133	213	45	33	168	50	102	505	16	74	393	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1870	1900	1856	1856	1885	1885	1885	1856	1870	1870
Adj Flow Rate, veh/h	145	232	49	36	183	54	111	549	17	80	427	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	2	2	0	3	3	1	1	1	3	2	2
Cap, veh/h	293	301	64	246	223	66	422	790	24	389	637	136
Arrive On Green	0.09	0.20	0.20	0.05	0.16	0.16	0.08	0.43	0.43	0.08	0.43	0.43
Sat Flow, veh/h	1795	1497	316	1810	1376	406	1795	1819	56	1767	1495	319
Grp Volume(v), veh/h	145	0	281	36	0	237	111	0	566	80	0	518
Grp Sat Flow(s),veh/h/ln	1795	0	1813	1810	0	1782	1795	0	1875	1767	0	1813
Q Serve(g_s), s	4.9	0.0	11.0	1.2	0.0	9.7	2.4	0.0	18.4	1.8	0.0	17.2
Cycle Q Clear(g_c), s	4.9	0.0	11.0	1.2	0.0	9.7	2.4	0.0	18.4	1.8	0.0	17.2
Prop In Lane	1.00		0.17	1.00		0.23	1.00		0.03	1.00		0.18
Lane Grp Cap(c), veh/h	293	0	365	246	0	288	422	0	814	389	0	772
V/C Ratio(X)	0.49	0.00	0.77	0.15	0.00	0.82	0.26	0.00	0.69	0.21	0.00	0.67
Avail Cap(c_a), veh/h	301	0	386	325	0	380	438	0	814	420	0	772
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	23.0	0.0	28.4	24.3	0.0	30.4	11.9	0.0	17.2	12.1	0.0	17.3
Incr Delay (d2), s/veh	1.3	0.0	8.7	0.3	0.0	10.5	0.3	0.0	4.9	0.3	0.0	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	5.5	0.5	0.0	4.8	0.9	0.0	8.3	0.7	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	0.0	37.1	24.6	0.0	40.9	12.2	0.0	22.1	12.3	0.0	21.9
LnGrp LOS	C	A	D	C	A	D	B	A	C	B	A	C
Approach Vol, veh/h		426			273			677			598	
Approach Delay, s/veh		32.8			38.8			20.5			20.6	
Approach LOS		C			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	37.6	7.7	20.1	10.3	37.0	10.7	17.1
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	32.0	7.0	16.0	7.0	32.0	7.0	16.0
Max Q Clear Time (g_c+I1), s	3.8	20.4	3.2	13.0	4.4	19.2	6.9	11.7
Green Ext Time (p_c), s	0.0	2.9	0.0	0.4	0.1	2.8	0.0	0.5

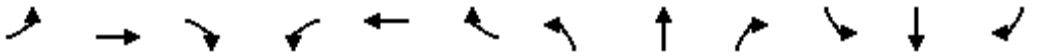
Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	259	48	104	265	59	64	408	26	300	710	73
Future Volume (veh/h)	102	259	48	104	265	59	64	408	26	300	710	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1870	1811	1856	1826	1870	1900	1885	1885	1885
Adj Flow Rate, veh/h	111	282	52	113	288	64	70	443	28	326	772	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	0	2	6	3	5	2	0	1	1	1
Cap, veh/h	211	296	55	225	277	61	201	704	45	493	781	80
Arrive On Green	0.07	0.19	0.19	0.07	0.19	0.19	0.07	0.40	0.40	0.12	0.46	0.46
Sat Flow, veh/h	1753	1536	283	1781	1435	319	1739	1741	110	1795	1682	172
Grp Volume(v), veh/h	111	0	334	113	0	352	70	0	471	326	0	851
Grp Sat Flow(s),veh/h/ln	1753	0	1819	1781	0	1754	1739	0	1851	1795	0	1854
Q Serve(g_s), s	4.4	0.0	16.0	4.4	0.0	17.0	2.0	0.0	18.0	8.8	0.0	40.1
Cycle Q Clear(g_c), s	4.4	0.0	16.0	4.4	0.0	17.0	2.0	0.0	18.0	8.8	0.0	40.1
Prop In Lane	1.00		0.16	1.00		0.18	1.00		0.06	1.00		0.09
Lane Grp Cap(c), veh/h	211	0	350	225	0	338	201	0	749	493	0	861
V/C Ratio(X)	0.53	0.00	0.95	0.50	0.00	1.04	0.35	0.00	0.63	0.66	0.00	0.99
Avail Cap(c_a), veh/h	221	0	350	234	0	338	226	0	749	533	0	861
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	27.0	0.0	35.3	26.9	0.0	35.6	20.1	0.0	21.0	14.3	0.0	23.4
Incr Delay (d2), s/veh	2.1	0.0	36.0	1.7	0.0	60.1	1.0	0.0	4.0	2.7	0.0	28.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	10.4	1.9	0.0	12.7	0.8	0.0	8.2	3.6	0.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.1	0.0	71.2	28.7	0.0	95.7	21.2	0.0	25.0	17.0	0.0	51.4
LnGrp LOS	C	A	E	C	A	F	C	A	C	B	A	D
Approach Vol, veh/h		445			465			541			1177	
Approach Delay, s/veh		60.7			79.4			24.5			41.9	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	40.7	10.6	22.0	9.7	46.0	10.5	22.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	13.0	35.0	7.0	17.0	7.0	41.0	7.0	17.0
Max Q Clear Time (g_c+I1), s	10.8	20.0	6.4	18.0	4.0	42.1	6.4	19.0
Green Ext Time (p_c), s	0.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	447	45	110	574	112	103	1120	16	193	771	84
Future Volume (veh/h)	278	447	45	110	574	112	103	1120	16	193	771	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1885	1856	1885	1900	1811	1885	1885	1900
Adj Flow Rate, veh/h	302	486	49	120	624	122	112	1217	17	210	838	91
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	1	2	0	1	3	1	0	6	1	1	0
Cap, veh/h	226	491	50	170	396	77	162	826	12	165	740	80
Arrive On Green	0.09	0.29	0.29	0.06	0.26	0.26	0.06	0.44	0.44	0.06	0.44	0.44
Sat Flow, veh/h	1810	1685	170	1810	1532	299	1795	1869	26	1795	1671	181
Grp Volume(v), veh/h	302	0	535	120	0	746	112	0	1234	210	0	929
Grp Sat Flow(s),veh/h/ln	1810	0	1855	1810	0	1831	1795	0	1895	1795	0	1853
Q Serve(g_s), s	11.0	0.0	34.5	5.8	0.0	31.0	4.0	0.0	53.0	7.0	0.0	53.2
Cycle Q Clear(g_c), s	11.0	0.0	34.5	5.8	0.0	31.0	4.0	0.0	53.0	7.0	0.0	53.2
Prop In Lane	1.00		0.09	1.00		0.16	1.00		0.01	1.00		0.10
Lane Grp Cap(c), veh/h	226	0	541	170	0	473	162	0	837	165	0	821
V/C Ratio(X)	1.34	0.00	0.99	0.71	0.00	1.58	0.69	0.00	1.47	1.27	0.00	1.13
Avail Cap(c_a), veh/h	226	0	541	170	0	473	165	0	837	165	0	821
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	32.9	0.0	42.3	34.0	0.0	44.5	27.8	0.0	33.5	33.4	0.0	33.4
Incr Delay (d2), s/veh	178.5	0.0	35.8	12.7	0.0	269.6	11.4	0.0	219.9	162.3	0.0	74.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	0.0	20.9	3.1	0.0	49.3	2.2	0.0	74.7	9.9	0.0	40.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	211.4	0.0	78.1	46.7	0.0	314.1	39.2	0.0	253.4	195.7	0.0	107.8
LnGrp LOS	F	A	E	D	A	F	D	A	F	F	A	F
Approach Vol, veh/h		837			866			1346			1139	
Approach Delay, s/veh		126.2			277.1			235.5			124.0	
Approach LOS		F			F			F			F	

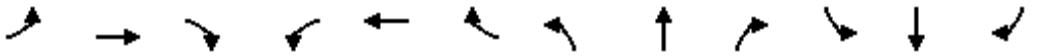
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	58.0	11.0	40.0	10.8	58.2	15.0	36.0
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	7.0	53.0	7.0	35.0	7.0	53.0	11.0	31.0
Max Q Clear Time (g_c+I1), s	9.0	55.0	7.8	36.5	6.0	55.2	13.0	33.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	191.9
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	259	48	104	265	59	64	408	26	300	710	73
Future Volume (veh/h)	102	259	48	104	265	59	64	408	26	300	710	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1900	1870	1811	1856	1826	1870	1900	1885	1885	1885
Adj Flow Rate, veh/h	111	282	52	113	288	64	70	443	28	326	772	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	2	0	2	6	3	5	2	0	1	1	1
Cap, veh/h	743	334	62	298	612	134	341	1003	63	547	1225	125
Arrive On Green	0.09	0.22	0.22	0.09	0.22	0.22	0.07	0.30	0.30	0.15	0.37	0.37
Sat Flow, veh/h	3401	1536	283	1781	2807	614	1739	3395	214	1795	3280	336
Grp Volume(v), veh/h	111	0	334	113	175	177	70	231	240	326	421	430
Grp Sat Flow(s),veh/h/ln	1700	0	1819	1781	1721	1701	1739	1777	1832	1795	1791	1825
Q Serve(g_s), s	1.7	0.0	12.7	3.4	6.4	6.6	1.9	7.6	7.7	8.4	13.9	13.9
Cycle Q Clear(g_c), s	1.7	0.0	12.7	3.4	6.4	6.6	1.9	7.6	7.7	8.4	13.9	13.9
Prop In Lane	1.00		0.16	1.00		0.36	1.00		0.12	1.00		0.18
Lane Grp Cap(c), veh/h	743	0	396	298	375	371	341	525	541	547	669	681
V/C Ratio(X)	0.15	0.00	0.84	0.38	0.47	0.48	0.21	0.44	0.44	0.60	0.63	0.63
Avail Cap(c_a), veh/h	778	0	528	316	500	494	382	525	541	673	669	681
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4	0.0	27.1	19.9	24.6	24.7	15.6	20.6	20.6	13.2	18.6	18.6
Incr Delay (d2), s/veh	0.1	0.0	9.2	0.8	0.9	1.0	0.3	2.7	2.6	1.0	4.5	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.2	1.4	2.6	2.6	0.7	3.4	3.5	3.2	6.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.5	0.0	36.3	20.7	25.5	25.6	15.9	23.3	23.3	14.3	23.0	23.0
LnGrp LOS	B	A	D	C	C	C	B	C	C	B	C	C
Approach Vol, veh/h		445			465			541			1177	
Approach Delay, s/veh		31.8			24.4			22.3			20.6	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	26.4	10.3	20.7	9.3	32.0	10.2	20.8
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	16.0	18.0	7.0	21.0	7.0	27.0	7.0	21.0
Max Q Clear Time (g_c+I1), s	10.4	9.7	5.4	14.7	3.9	15.9	3.7	8.6
Green Ext Time (p_c), s	0.5	1.8	0.0	1.0	0.0	4.1	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	278	447	45	110	574	112	103	1120	16	193	771	84
Future Volume (veh/h)	278	447	45	110	574	112	103	1120	16	193	771	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1885	1870	1900	1885	1856	1885	1900	1811	1885	1885	1900
Adj Flow Rate, veh/h	302	486	49	120	624	122	112	1217	17	210	838	91
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	1	2	0	1	3	1	0	6	1	1	0
Cap, veh/h	380	517	52	221	769	150	290	1305	18	237	1211	132
Arrive On Green	0.11	0.31	0.31	0.07	0.26	0.26	0.07	0.36	0.36	0.08	0.37	0.37
Sat Flow, veh/h	3510	1685	170	1810	2988	583	1795	3645	51	1795	3259	354
Grp Volume(v), veh/h	302	0	535	120	374	372	112	603	631	210	461	468
Grp Sat Flow(s),veh/h/ln	1755	0	1855	1810	1791	1780	1795	1805	1891	1795	1791	1821
Q Serve(g_s), s	8.2	0.0	27.5	4.7	19.1	19.2	3.7	31.4	31.5	7.3	21.3	21.3
Cycle Q Clear(g_c), s	8.2	0.0	27.5	4.7	19.1	19.2	3.7	31.4	31.5	7.3	21.3	21.3
Prop In Lane	1.00		0.09	1.00		0.33	1.00		0.03	1.00		0.19
Lane Grp Cap(c), veh/h	380	0	569	221	461	458	290	646	677	237	666	677
V/C Ratio(X)	0.79	0.00	0.94	0.54	0.81	0.81	0.39	0.93	0.93	0.89	0.69	0.69
Avail Cap(c_a), veh/h	503	0	588	245	461	458	314	646	677	237	666	677
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	33.0	26.8	34.1	34.1	19.6	30.2	30.2	23.5	26.0	26.0
Incr Delay (d2), s/veh	6.4	0.0	22.9	2.1	10.5	10.7	0.8	22.2	21.5	30.4	5.8	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	15.6	2.1	9.5	9.5	1.6	17.1	17.8	4.9	9.9	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	0.0	55.9	28.8	44.5	44.8	20.5	52.4	51.7	53.8	31.8	31.7
LnGrp LOS	D	A	E	C	D	D	C	D	D	D	C	C
Approach Vol, veh/h		837			866			1346			1139	
Approach Delay, s/veh		53.4			42.5			49.4			35.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	40.0	10.7	35.0	10.7	41.3	15.6	30.2
Change Period (Y+Rc), s	4.0	5.0	4.0	5.0	4.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	8.0	35.0	8.0	31.0	8.0	35.0	14.0	24.0
Max Q Clear Time (g_c+I1), s	9.3	33.5	6.7	29.5	5.7	23.3	10.2	21.2
Green Ext Time (p_c), s	0.0	1.1	0.0	0.6	0.1	4.7	0.4	1.3

Intersection Summary	
HCM 6th Ctrl Delay	45.1
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	170	8	2	205	0	5	9	4	5	14	22
Future Volume (veh/h)	6	170	8	2	205	0	5	9	4	5	14	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1811	1811	1900	1722	1722	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	185	9	2	223	0	5	10	4	5	15	24
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, %	17	6	6	0	12	12	0	0	0	0	0	0
Cap, veh/h	286	358	17	326	344	0	248	455	157	136	301	402
Arrive On Green	0.01	0.21	0.21	0.00	0.20	0.00	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1570	1713	83	1810	1722	0	306	1053	363	78	697	931
Grp Volume(v), veh/h	7	0	194	2	223	0	19	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	1796	1810	1722	0	1722	0	0	1706	0	0
Q Serve(g_s), s	0.1	0.0	3.8	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	3.8	0.0	4.7	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.00	0.26		0.21	0.11		0.55
Lane Grp Cap(c), veh/h	286	0	375	326	344	0	859	0	0	838	0	0
V/C Ratio(X)	0.02	0.00	0.52	0.01	0.65	0.00	0.02	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	624	0	1368	733	1312	0	859	0	0	838	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	13.8	12.7	14.5	0.0	6.4	0.0	0.0	6.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.1	0.0	2.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	0.0	1.7	0.0	0.1	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	0.0	14.9	12.7	16.5	0.0	6.5	0.0	0.0	6.6	0.0	0.0
LnGrp LOS	B	A	B	B	B	A	A	A	A	A	A	A
Approach Vol, veh/h		201			225			19			44	
Approach Delay, s/veh		14.8			16.5			6.5			6.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	22.0	4.2	13.2	22.0	4.5	12.9
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	17.0	9.0	30.0	17.0	9.0	30.0
Max Q Clear Time (g_c+I1), s	2.2	2.0	5.8	2.6	2.1	6.7
Green Ext Time (p_c), s	0.0	0.0	1.1	0.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	251	22	18	242	2	27	42	17	4	30	24
Future Volume (veh/h)	15	251	22	18	242	2	27	42	17	4	30	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1841	1900	1841	1841	1870	1870	1870	1900	1900	1900
Adj Flow Rate, veh/h	16	273	24	20	263	2	29	46	18	4	33	26
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	4	4	0	4	4	2	2	2	0	0	0
Cap, veh/h	343	390	34	320	439	3	266	393	132	100	413	298
Arrive On Green	0.03	0.23	0.23	0.03	0.24	0.24	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1810	1668	147	1810	1824	14	385	955	322	30	1003	725
Grp Volume(v), veh/h	16	0	297	20	0	265	93	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1814	1810	0	1838	1662	0	0	1758	0	0
Q Serve(g_s), s	0.3	0.0	6.6	0.4	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	6.6	0.4	0.0	5.6	1.4	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.01	0.31		0.19	0.06		0.41
Lane Grp Cap(c), veh/h	343	0	425	320	0	442	792	0	0	811	0	0
V/C Ratio(X)	0.05	0.00	0.70	0.06	0.00	0.60	0.12	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	664	0	1202	629	0	1218	792	0	0	811	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.3	0.0	15.3	12.3	0.0	14.8	8.0	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.1	0.0	1.3	0.3	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.5	0.1	0.0	2.1	0.5	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	17.4	12.4	0.0	16.1	8.3	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		313			285			93			63	
Approach Delay, s/veh		17.2			15.8			8.3			8.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	23.0	5.5	15.2	23.0	5.2	15.5
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	18.0	9.0	29.0	18.0	9.0	29.0
Max Q Clear Time (g_c+I1), s	3.4	2.4	8.6	3.0	2.3	7.6
Green Ext Time (p_c), s	0.3	0.0	1.7	0.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	546	8	2	411	0	5	9	4	5	14	22
Future Volume (veh/h)	6	546	8	2	411	0	5	9	4	5	14	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1648	1870	1900	1900	1811	1900	1900	1900	1900	1604	1900	1841
Adj Flow Rate, veh/h	7	593	9	2	447	0	5	10	4	5	15	24
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, %	17	2	0	0	6	0	0	0	0	20	0	4
Cap, veh/h	353	767	12	277	740	0	175	304	102	104	198	260
Arrive On Green	0.01	0.42	0.42	0.00	0.41	0.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1570	1837	28	1810	1811	0	277	1091	365	66	711	933
Grp Volume(v), veh/h	7	0	602	2	447	0	19	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1570	0	1865	1810	1811	0	1733	0	0	1710	0	0
Q Serve(g_s), s	0.1	0.0	13.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	13.0	0.0	9.0	0.0	0.4	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	0.26		0.21	0.11		0.55
Lane Grp Cap(c), veh/h	353	0	779	277	740	0	580	0	0	562	0	0
V/C Ratio(X)	0.02	0.00	0.77	0.01	0.60	0.00	0.03	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	568	0	1839	542	1786	0	580	0	0	562	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	0.0	11.7	9.8	10.8	0.0	12.3	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	0.0	0.8	0.0	0.1	0.0	0.0	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(50%),veh/ln	0.0	0.0	4.5	0.0	3.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.0	13.4	9.8	11.6	0.0	12.4	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	A	A	B	A	B	A	B	A	A	B	A	A
Approach Vol, veh/h		609			449			19			44	
Approach Delay, s/veh		13.3			11.6			12.4			12.7	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	18.0	4.2	24.5	18.0	4.6	24.1
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	13.0	7.0	46.0	13.0	7.0	46.0
Max Q Clear Time (g_c+I1), s	2.4	2.0	15.0	2.9	2.1	11.0
Green Ext Time (p_c), s	0.0	0.0	4.5	0.1	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	604	22	18	787	2	28	42	17	4	30	24
Future Volume (veh/h)	15	604	22	18	787	2	28	42	17	4	30	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1900	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	657	24	20	855	2	30	46	18	4	33	26
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	2	0	0	1	0	0	2	0	0	0	0
Cap, veh/h	286	967	35	399	1025	2	143	184	57	75	177	129
Arrive On Green	0.03	0.54	0.54	0.03	0.55	0.55	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1810	1793	66	1810	1880	4	327	1034	322	37	993	724
Grp Volume(v), veh/h	16	0	681	20	0	857	94	0	0	63	0	0
Grp Sat Flow(s),veh/h/ln	1810	0	1859	1810	0	1884	1684	0	0	1755	0	0
Q Serve(g_s), s	0.2	0.0	15.0	0.3	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	15.0	0.3	0.0	21.3	2.5	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.04	1.00		0.00	0.32		0.19	0.06		0.41
Lane Grp Cap(c), veh/h	286	0	1002	399	0	1027	385	0	0	381	0	0
V/C Ratio(X)	0.06	0.00	0.68	0.05	0.00	0.83	0.24	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	462	0	1622	564	0	1645	385	0	0	381	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.3	0.0	9.4	7.2	0.0	10.7	20.0	0.0	0.0	19.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.8	0.1	0.0	2.1	1.5	0.0	0.0	0.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	4.8	0.1	0.0	7.2	1.1	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.4	0.0	10.2	7.3	0.0	12.8	21.5	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	A	A	B	A	A	B	C	A	A	C	A	A
Approach Vol, veh/h		697			877			94			63	
Approach Delay, s/veh		10.2			12.7			21.5			20.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	15.0	5.9	35.3	15.0	5.5	35.6
Change Period (Y+Rc), s	5.0	4.0	5.0	5.0	4.0	5.0
Max Green Setting (Gmax), s	10.0	7.0	49.0	10.0	7.0	49.0
Max Q Clear Time (g_c+I1), s	4.5	2.3	17.0	3.7	2.2	23.3
Green Ext Time (p_c), s	0.2	0.0	5.4	0.1	0.0	7.3

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	134	3	2	164	3	3	31	1	2	12	49
Future Vol, veh/h	43	134	3	2	164	3	3	31	1	2	12	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	8	33	0	8	0	0	10	0	0	0	14
Mvmt Flow	47	146	3	2	178	3	3	34	1	2	13	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	181	0	0	149	0	0	459	427	148	443	427	180
Stage 1	-	-	-	-	-	-	242	242	-	184	184	-
Stage 2	-	-	-	-	-	-	217	185	-	259	243	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.6	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.09	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1394	-	-	1445	-	-	516	508	904	528	523	833
Stage 1	-	-	-	-	-	-	766	691	-	822	751	-
Stage 2	-	-	-	-	-	-	790	732	-	750	708	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1394	-	-	1445	-	-	459	488	904	485	503	833
Mov Cap-2 Maneuver	-	-	-	-	-	-	459	488	-	485	503	-
Stage 1	-	-	-	-	-	-	738	665	-	792	749	-
Stage 2	-	-	-	-	-	-	725	731	-	685	682	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.1	12.9	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	492	1394	-	-	1445	-	-	726
HCM Lane V/C Ratio	0.077	0.034	-	-	0.002	-	-	0.094
HCM Control Delay (s)	12.9	7.7	0	-	7.5	0	-	10.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	59	204	11	1	204	3	11	31	2	9	28	54
Future Vol, veh/h	59	204	11	1	204	3	11	31	2	9	28	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	9	0	2	0	0	0	0	0	0	2
Mvmt Flow	64	222	12	1	222	3	12	34	2	10	30	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	225	0	0	234	0	0	626	583	228	600	588	224
Stage 1	-	-	-	-	-	-	356	356	-	226	226	-
Stage 2	-	-	-	-	-	-	270	227	-	374	362	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	1356	-	-	1345	-	-	400	427	816	416	424	815
Stage 1	-	-	-	-	-	-	666	633	-	781	721	-
Stage 2	-	-	-	-	-	-	740	720	-	651	629	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1356	-	-	1345	-	-	335	404	816	372	401	815
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	404	-	372	401	-
Stage 1	-	-	-	-	-	-	630	599	-	739	720	-
Stage 2	-	-	-	-	-	-	657	719	-	580	595	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0	15.4	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	393	1356	-	-	1345	-	-	568
HCM Lane V/C Ratio	0.122	0.047	-	-	0.001	-	-	0.174
HCM Control Delay (s)	15.4	7.8	0	-	7.7	0	-	12.7
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	54	489	3	2	370	3	3	31	1	2	12	49
Future Vol, veh/h	54	489	3	2	370	3	3	31	1	2	12	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	33	0	4	0	0	10	0	0	0	14
Mvmt Flow	59	532	3	2	402	3	3	34	1	2	13	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	535	0	0	1093	1061	534	1077	1061	404
Stage 1	-	-	-	-	-	-	652	652	-	408	408	-
Stage 2	-	-	-	-	-	-	441	409	-	669	653	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.6	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.09	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1154	-	-	1043	-	-	193	217	550	198	226	621
Stage 1	-	-	-	-	-	-	460	452	-	624	600	-
Stage 2	-	-	-	-	-	-	599	582	-	450	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1043	-	-	158	201	550	163	209	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	201	-	163	209	-
Stage 1	-	-	-	-	-	-	426	419	-	578	599	-
Stage 2	-	-	-	-	-	-	535	581	-	383	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	27.2	15.1
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	200	1154	-	-	1043	-	-	424
HCM Lane V/C Ratio	0.19	0.051	-	-	0.002	-	-	0.162
HCM Control Delay (s)	27.2	8.3	0	-	8.5	0	-	15.1
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	12.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	138	478	11	1	748	3	11	31	2	9	28	54
Future Vol, veh/h	138	478	11	1	748	3	11	31	2	9	28	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	9	0	0	0	0	0	0	0	0	2
Mvmt Flow	150	520	12	1	813	3	12	34	2	10	30	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	816	0	0	532	0	0	1687	1644	526	1661	1649	815
Stage 1	-	-	-	-	-	-	826	826	-	817	817	-
Stage 2	-	-	-	-	-	-	861	818	-	844	832	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	820	-	-	1046	-	-	75	101	556	78	100	377
Stage 1	-	-	-	-	-	-	369	389	-	373	393	-
Stage 2	-	-	-	-	-	-	353	393	-	361	387	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	820	-	-	1046	-	-	35	75	556	41	74	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	75	-	41	74	-
Stage 1	-	-	-	-	-	-	273	288	-	276	392	-
Stage 2	-	-	-	-	-	-	274	392	-	235	286	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	173	102.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	820	-	-	1046	-	-	123
HCM Lane V/C Ratio	0.797	0.183	-	-	0.001	-	-	0.804
HCM Control Delay (s)	173	10.4	0	-	8.4	0	-	102.2
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3.5	0.7	-	-	0	-	-	4.8

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↱		↰	↱	
Traffic Vol, veh/h	54	489	3	2	370	3	3	31	1	2	12	49
Future Vol, veh/h	54	489	3	2	370	3	3	31	1	2	12	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	33	0	4	0	0	10	0	0	0	14
Mvmt Flow	59	532	3	2	402	3	3	34	1	2	13	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	535	0	0	1093	1061	534	1077	1061	404
Stage 1	-	-	-	-	-	-	652	652	-	408	408	-
Stage 2	-	-	-	-	-	-	441	409	-	669	653	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.6	6.2	7.1	6.5	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.6	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4.09	3.3	3.5	4	3.426
Pot Cap-1 Maneuver	1154	-	-	1043	-	-	193	217	550	198	226	621
Stage 1	-	-	-	-	-	-	460	452	-	624	600	-
Stage 2	-	-	-	-	-	-	599	582	-	450	467	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1043	-	-	158	201	550	163	209	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	158	201	-	163	209	-
Stage 1	-	-	-	-	-	-	426	419	-	578	599	-
Stage 2	-	-	-	-	-	-	535	581	-	383	433	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	26.3	14.9
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	158	205	1154	-	-	1043	-	-	163	447
HCM Lane V/C Ratio	0.021	0.17	0.051	-	-	0.002	-	-	0.013	0.148
HCM Control Delay (s)	28.3	26.1	8.3	0	-	8.5	0	-	27.4	14.5
HCM Lane LOS	D	D	A	A	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0.1	0.6	0.2	-	-	0	-	-	0	0.5

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↰	↑		↰	↑	
Traffic Vol, veh/h	138	478	11	1	748	3	11	31	2	9	28	54
Future Vol, veh/h	138	478	11	1	748	3	11	31	2	9	28	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	9	0	0	0	0	0	0	0	0	2
Mvmt Flow	150	520	12	1	813	3	12	34	2	10	30	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	816	0	0	532	0	0	1687	1644	526	1661	1649	815
Stage 1	-	-	-	-	-	-	826	826	-	817	817	-
Stage 2	-	-	-	-	-	-	861	818	-	844	832	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	820	-	-	1046	-	-	75	101	556	78	100	377
Stage 1	-	-	-	-	-	-	369	389	-	373	393	-
Stage 2	-	-	-	-	-	-	353	393	-	361	387	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	820	-	-	1046	-	-	35	75	556	41	74	377
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	75	-	41	74	-
Stage 1	-	-	-	-	-	-	273	288	-	276	392	-
Stage 2	-	-	-	-	-	-	274	392	-	235	286	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	0	101.4	60.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	35	79	820	-	-	1046	-	-	41	157
HCM Lane V/C Ratio	0.342	0.454	0.183	-	-	0.001	-	-	0.239	0.568
HCM Control Delay (s)	154	83.9	10.4	0	-	8.4	0	-	118.4	54.4
HCM Lane LOS	F	F	B	A	-	A	A	-	F	F
HCM 95th %tile Q(veh)	1.1	1.9	0.7	-	-	0	-	-	0.8	2.9

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	132	3	9	3	135	121	1	1	216	30
Future Vol, veh/h	9	4	132	3	9	3	135	121	1	1	216	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	10	0	0	0	10	2	0	0	4	17
Mvmt Flow	10	4	143	3	10	3	147	132	1	1	235	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	687	681	252	754	697	133	268	0	0	133	0	0
Stage 1	254	254	-	427	427	-	-	-	-	-	-	-
Stage 2	433	427	-	327	270	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.3	7.1	6.5	6.2	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.39	3.5	4	3.3	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	364	375	768	328	367	922	1251	-	-	1464	-	-
Stage 1	755	701	-	610	589	-	-	-	-	-	-	-
Stage 2	605	589	-	690	690	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	320	327	768	238	320	922	1251	-	-	1464	-	-
Mov Cap-2 Maneuver	320	327	-	238	320	-	-	-	-	-	-	-
Stage 1	659	700	-	533	514	-	-	-	-	-	-	-
Stage 2	516	514	-	557	689	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	16.1	4.3	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1251	-	-	683	341	1464	-	-
HCM Lane V/C Ratio	0.117	-	-	0.231	0.048	0.001	-	-
HCM Control Delay (s)	8.3	0	-	11.8	16.1	7.5	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.9	0.1	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	7	169	4	4	7	167	312	1	2	126	28
Future Vol, veh/h	10	7	169	4	4	7	167	312	1	2	126	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	5	0	0	0	10	1	0	0	0	4
Mvmt Flow	11	8	184	4	4	8	182	339	1	2	137	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	866	860	152	956	875	340	167	0	0	340	0	0
Stage 1	156	156	-	704	704	-	-	-	-	-	-	-
Stage 2	710	704	-	252	171	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.25	7.1	6.5	6.2	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.345	3.5	4	3.3	2.29	-	-	2.2	-	-
Pot Cap-1 Maneuver	276	296	886	240	290	707	1364	-	-	1230	-	-
Stage 1	851	772	-	431	443	-	-	-	-	-	-	-
Stage 2	428	443	-	757	761	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	235	247	886	162	242	707	1364	-	-	1230	-	-
Mov Cap-2 Maneuver	235	247	-	162	242	-	-	-	-	-	-	-
Stage 1	711	770	-	360	370	-	-	-	-	-	-	-
Stage 2	349	370	-	593	759	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.1	18	2.8	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1364	-	-	711	293	1230	-	-
HCM Lane V/C Ratio	0.133	-	-	0.284	0.056	0.002	-	-
HCM Control Delay (s)	8	0	-	12.1	18	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.5	-	-	1.2	0.2	0	-	-

Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	487	3	9	3	224	121	1	1	216	147
Future Vol, veh/h	9	4	487	3	9	3	224	121	1	1	216	147
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	0	6	2	0	0	4	4
Mvmt Flow	10	4	529	3	10	3	243	132	1	1	235	160

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	942	936	315	1203	1016	133	395	0	0	133	0	0
Stage 1	317	317	-	619	619	-	-	-	-	-	-	-
Stage 2	625	619	-	584	397	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.23	7.1	6.5	6.2	4.16	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.327	3.5	4	3.3	2.254	-	-	2.2	-	-
Pot Cap-1 Maneuver	245	267	723	163	240	922	1142	-	-	1464	-	-
Stage 1	698	658	-	480	483	-	-	-	-	-	-	-
Stage 2	476	483	-	501	607	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	205	723	35	185	922	1142	-	-	1464	-	-
Mov Cap-2 Maneuver	193	205	-	35	185	-	-	-	-	-	-	-
Stage 1	537	657	-	370	372	-	-	-	-	-	-	-
Stage 2	356	372	-	133	606	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.4	43.8	5.8	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	676	109	1464	-	-
HCM Lane V/C Ratio	0.213	-	-	0.804	0.15	0.001	-	-
HCM Control Delay (s)	9	0	-	28.4	43.8	7.5	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	8.2	0.5	0	-	-

Intersection	
Int Delay, s/veh	54.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	7	443	4	4	7	579	313	1	2	126	161
Future Vol, veh/h	10	7	443	4	4	7	579	313	1	2	126	161
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	0	3	1	0	0	0	1
Mvmt Flow	11	8	482	4	4	8	629	340	1	2	137	175

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1834	1828	225	2073	1915	341	312	0	0	341	0	0
Stage 1	229	229	-	1599	1599	-	-	-	-	-	-	-
Stage 2	1605	1599	-	474	316	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.1	6.5	6.2	4.13	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.5	4	3.3	2.227	-	-	2.2	-	-
Pot Cap-1 Maneuver	59	78	814	40	68	706	1243	-	-	1229	-	-
Stage 1	778	718	-	135	167	-	-	-	-	-	-	-
Stage 2	134	167	-	575	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	29	814	7	25	706	1243	-	-	1229	-	-
Mov Cap-2 Maneuver	26	29	-	7	25	-	-	-	-	-	-	-
Stage 1	292	717	-	51	63	-	-	-	-	-	-	-
Stage 2	46	63	-	232	658	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	170.3	$ 403.7	7	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1243	-	-	393	20	1229	-	-
HCM Lane V/C Ratio	0.506	-	-	1.272	0.815	0.002	-	-
HCM Control Delay (s)	10.8	0	-	170.3	$ 403.7	7.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	3	-	-	21.9	2.3	0	-	-

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

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	543	16	376	396
Demand Flow Rate, veh/h	559	16	394	411
Vehicles Circulating, veh/h	248	403	15	271
Vehicles Exiting, veh/h	434	6	792	148
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	9.8	4.1	5.4	7.8
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	559	16	394	411
Cap Entry Lane, veh/h	1071	915	1359	1047
Entry HV Adj Factor	0.971	1.000	0.955	0.963
Flow Entry, veh/h	543	16	376	396
Cap Entry, veh/h	1041	915	1298	1007
V/C Ratio	0.522	0.017	0.290	0.393
Control Delay, s/veh	9.8	4.1	5.4	7.8
LOS	A	A	A	A
95th %tile Queue, veh	3	0	1	2

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	501	16	970	314
Demand Flow Rate, veh/h	511	16	992	316
Vehicles Circulating, veh/h	143	1002	21	656
Vehicles Exiting, veh/h	829	11	633	362
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	7.7	13.5	11.4
Approach LOS	A	A	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	511	16	992	316
Cap Entry Lane, veh/h	1193	497	1351	707
Entry HV Adj Factor	0.980	1.000	0.977	0.994
Flow Entry, veh/h	501	16	970	314
Cap Entry, veh/h	1169	497	1320	702
V/C Ratio	0.428	0.032	0.734	0.447
Control Delay, s/veh	7.5	7.7	13.5	11.4
LOS	A	A	B	B
95th %tile Queue, veh	2	0	7	2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	32	39	11	27	41
Future Vol, veh/h	8	32	39	11	27	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	92	92	92	92	92	92
Heavy Vehicles, %	0	3	3	0	0	2
Mvmt Flow	9	35	42	12	29	45

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	54	0	-	0	101	48
Stage 1	-	-	-	-	48	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1564	-	-	-	902	1021
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1564	-	-	-	897	1021
Mov Cap-2 Maneuver	-	-	-	-	897	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1564	-	-	-	968
HCM Lane V/C Ratio	0.006	-	-	-	0.076
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	43	45	55	42	23	23
Future Vol, veh/h	43	45	55	42	23	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	2	4	0
Mvmt Flow	47	49	60	46	25	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	226	83
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1498	-	-	-	758	982
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	734	982
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	879	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	840
HCM Lane V/C Ratio	0.031	-	-	-	0.06
HCM Control Delay (s)	7.5	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	76	20	68	254	45
Future Vol, veh/h	12	76	20	68	254	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	2	0	0	2
Mvmt Flow	13	83	22	74	276	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	96	0	-	0	168	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	109	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1510	-	-	-	827	1007
Stage 1	-	-	-	-	969	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1510	-	-	-	820	1007
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1510	-	-	-	844
HCM Lane V/C Ratio	0.009	-	-	-	0.385
HCM Control Delay (s)	7.4	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.8

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	66	91	208	106	29
Future Vol, veh/h	57	66	91	208	106	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	1	0
Mvmt Flow	62	72	99	226	115	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	325	0	-	0	408	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	4.1	-	-	-	6.41	6.2
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.2	-	-	-	3.509	3.3
Pot Cap-1 Maneuver	1246	-	-	-	601	833
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	840	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1246	-	-	-	570	833
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	783	-
Stage 2	-	-	-	-	840	-

Approach	EB	WB	SB
HCM Control Delay, s	3.7	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1246	-	-	-	611
HCM Lane V/C Ratio	0.05	-	-	-	0.24
HCM Control Delay (s)	8	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	59	45	1	1	4
Future Vol, veh/h	1	59	45	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	100	0	25
Mvmt Flow	1	64	49	1	1	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	50	0	-	0	116	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	66	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1570	-	-	-	885	957
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	962	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	884	957
Mov Cap-2 Maneuver	-	-	-	-	884	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1570	-	-	-	941
HCM Lane V/C Ratio	0.001	-	-	-	0.006
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	62	83	1	2	2
Future Vol, veh/h	1	62	83	1	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	100	0	25
Mvmt Flow	1	67	90	1	2	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	91	0	-	0	160	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	4.1	-	-	-	6.4	6.45
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.525
Pot Cap-1 Maneuver	1517	-	-	-	836	907
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1517	-	-	-	835	907
Mov Cap-2 Maneuver	-	-	-	-	835	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	959	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1517	-	-	-	870
HCM Lane V/C Ratio	0.001	-	-	-	0.005
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	68	262	6	76	1	7	0	3	1	10	4
Future Vol, veh/h	1	68	262	6	76	1	7	0	3	1	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	2	0	100	2	2	2	0	2	25
Mvmt Flow	1	74	285	7	83	1	8	0	3	1	11	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	84	0	0	359	0	0	324	317	217	318	459	84
Stage 1	-	-	-	-	-	-	219	219	-	98	98	-
Stage 2	-	-	-	-	-	-	105	98	-	220	361	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.525
Pot Cap-1 Maneuver	1526	-	-	1200	-	-	629	599	823	639	499	915
Stage 1	-	-	-	-	-	-	783	722	-	913	814	-
Stage 2	-	-	-	-	-	-	901	814	-	787	626	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1526	-	-	1200	-	-	612	595	823	633	496	915
Mov Cap-2 Maneuver	-	-	-	-	-	-	612	595	-	633	496	-
Stage 1	-	-	-	-	-	-	782	721	-	912	809	-
Stage 2	-	-	-	-	-	-	879	809	-	783	625	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.6	10.5	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	663	1526	-	-	1200	-	-	574
HCM Lane V/C Ratio	0.016	0.001	-	-	0.005	-	-	0.028
HCM Control Delay (s)	10.5	7.4	0	-	8	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	70	96	6	248	1	36	0	9	2	0	2
Future Vol, veh/h	1	70	96	6	248	1	36	0	9	2	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	2	0	100	2	2	2	0	2	50
Mvmt Flow	1	76	104	7	270	1	39	0	10	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	271	0	0	180	0	0	416	415	128	420	467	271
Stage 1	-	-	-	-	-	-	130	130	-	285	285	-
Stage 2	-	-	-	-	-	-	286	285	-	135	182	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.12	6.52	6.22	7.1	6.52	6.7
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.1	5.52	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.518	4.018	3.318	3.5	4.018	3.75
Pot Cap-1 Maneuver	1304	-	-	1396	-	-	547	528	922	547	493	665
Stage 1	-	-	-	-	-	-	874	789	-	727	676	-
Stage 2	-	-	-	-	-	-	721	676	-	873	749	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1304	-	-	1396	-	-	542	524	922	538	490	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	542	524	-	538	490	-
Stage 1	-	-	-	-	-	-	873	788	-	726	672	-
Stage 2	-	-	-	-	-	-	714	672	-	863	748	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	11.6	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	591	1304	-	-	1396	-	-	595
HCM Lane V/C Ratio	0.083	0.001	-	-	0.005	-	-	0.007
HCM Control Delay (s)	11.6	7.8	0	-	7.6	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	6	348	2	2	253
Future Vol, veh/h	2	6	348	2	2	253
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	0	7
Mvmt Flow	2	7	378	2	2	275

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	658	379	0	0	380	0
Stage 1	379	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	432	672	-	-	1190	-
Stage 1	696	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	431	672	-	-	1190	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	11.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1190	-	590	-	-
HCM Lane V/C Ratio	0.002	-	0.015	-	-
HCM Control Delay (s)	8	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	4	295	3	15	490
Future Vol, veh/h	2	4	295	3	15	490
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	7	4
Mvmt Flow	2	4	321	3	16	533

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	888	323	0	0	324	0
Stage 1	323	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	317	723	-	-	1208	-
Stage 1	738	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	723	-	-	1208	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	738	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	12.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1208	-	502	-	-
HCM Lane V/C Ratio	0.013	-	0.013	-	-
HCM Control Delay (s)	8	0	12.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	6	703	2	2	342
Future Vol, veh/h	2	6	703	2	2	342
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	5
Mvmt Flow	2	7	764	2	2	372

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1141	765	0	0	766	0
Stage 1	765	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	224	406	-	-	856	-
Stage 1	463	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	406	-	-	856	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	16	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	856	-	337	-	-
HCM Lane V/C Ratio	0.003	-	0.026	-	-
HCM Control Delay (s)	9.2	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	4	569	3	16	902
Future Vol, veh/h	2	4	569	3	16	902
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	7	2
Mvmt Flow	2	4	618	3	17	980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1634	620	0	0	621	0
Stage 1	620	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.17	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.263	-
Pot Cap-1 Maneuver	112	492	-	-	936	-
Stage 1	540	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	108	492	-	-	936	-
Mov Cap-2 Maneuver	108	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	21.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	936	-	225	-	-
HCM Lane V/C Ratio	0.019	-	0.029	-	-
HCM Control Delay (s)	8.9	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	6	387	3	1	225
Future Vol, veh/h	2	6	387	3	1	225
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	5	0	0	5
Mvmt Flow	2	7	421	3	1	245

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	670	423	0	0	424	0
Stage 1	423	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	425	635	-	-	1146	-
Stage 1	665	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	635	-	-	1146	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	798	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1146	-	565	-	-
HCM Lane V/C Ratio	0.001	-	0.015	-	-
HCM Control Delay (s)	8.1	0	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	5	315	3	7	473
Future Vol, veh/h	3	5	315	3	7	473
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, %	33	20	5	33	0	4
Mvmt Flow	3	5	342	3	8	514

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	874	344	0	0	345	0
Stage 1	344	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Critical Hdwy	6.73	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	283	660	-	-	1225	-
Stage 1	654	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	280	660	-	-	1225	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1225	-	437	-	-
HCM Lane V/C Ratio	0.006	-	0.02	-	-
HCM Control Delay (s)	8	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	6	742	3	1	314
Future Vol, veh/h	2	6	742	3	1	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	2	7	807	3	1	341

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1152	809	0	0	810	0
Stage 1	809	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	221	384	-	-	825	-
Stage 1	441	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	384	-	-	825	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	825	-	324	-	-
HCM Lane V/C Ratio	0.001	-	0.027	-	-
HCM Control Delay (s)	9.4	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	5	589	3	7	886
Future Vol, veh/h	3	5	589	3	7	886
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, %	33	20	3	33	0	2
Mvmt Flow	3	5	640	3	8	963

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1621	642	0	0	643	0
Stage 1	642	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Critical Hdwy	6.73	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	96	443	-	-	951	-
Stage 1	470	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	94	443	-	-	951	-
Mov Cap-2 Maneuver	94	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	314	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	25.4	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	951	-	185	-	-
HCM Lane V/C Ratio	0.008	-	0.047	-	-
HCM Control Delay (s)	8.8	0	25.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	2	6	742	3	1	314
Future Vol, veh/h	2	6	742	3	1	314
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	0	4
Mvmt Flow	2	7	807	3	1	341

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1152	809	0	0	810	0
Stage 1	809	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	221	384	-	-	825	-
Stage 1	441	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	384	-	-	825	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	441	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	825	-	221	384	-	-
HCM Lane V/C Ratio	0.001	-	0.01	0.017	-	-
HCM Control Delay (s)	9.4	-	21.5	14.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	3	5	589	3	7	886
Future Vol, veh/h	3	5	589	3	7	886
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	100	0	-	-	100	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	33	20	3	33	0	2
Mvmt Flow	3	5	640	3	8	963

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1621	642	0	0	643	0
Stage 1	642	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Critical Hdwy	6.73	6.4	-	-	4.1	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.48	-	-	2.2	-
Pot Cap-1 Maneuver	96	443	-	-	951	-
Stage 1	470	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	95	443	-	-	951	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	317	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	24.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	951	-	95	443	-	-
HCM Lane V/C Ratio	0.008	-	0.034	0.012	-	-
HCM Control Delay (s)	8.8	-	44.2	13.2	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	11	2	2	14	7	1	5	4	28	4	7
Future Vol, veh/h	1	11	2	2	14	7	1	5	4	28	4	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	18	100	0	7	0	0	20	0	7	25	29
Mvmt Flow	1	12	2	2	15	8	1	5	4	30	4	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7	6.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	7%	9%	72%
Vol Thru, %	50%	79%	61%	10%
Vol Right, %	40%	14%	30%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	14	23	39
LT Vol	1	1	2	28
Through Vol	5	11	14	4
RT Vol	4	2	7	7
Lane Flow Rate	11	15	25	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.011	0.017	0.027	0.049
Departure Headway (Hd)	3.782	3.941	3.84	4.134
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	946	907	932	868
Service Time	1.807	1.969	1.866	2.15
HCM Lane V/C Ratio	0.012	0.017	0.027	0.048
HCM Control Delay	6.8	7	7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	3	2	30	29	0	8	3	32	14	5
Future Vol, veh/h	1	15	3	2	30	29	0	8	3	32	14	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	67	0	3	14	0	12	0	6	0	0
Mvmt Flow	1	16	3	2	33	32	0	9	3	35	15	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.1	7.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	3%	63%
Vol Thru, %	73%	79%	49%	27%
Vol Right, %	27%	16%	48%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	19	61	51
LT Vol	0	1	2	32
Through Vol	8	15	30	14
RT Vol	3	3	29	5
Lane Flow Rate	12	21	66	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.023	0.069	0.065
Departure Headway (Hd)	4.133	3.984	3.754	4.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	894	949	846
Service Time	2.176	2.03	1.795	2.26
HCM Lane V/C Ratio	0.014	0.023	0.07	0.065
HCM Control Delay	7.2	7.1	7.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	11	2	2	14	7	1	5	4	28	4	7
Future Vol, veh/h	1	11	2	2	14	7	1	5	4	28	4	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	18	100	0	7	0	0	20	0	7	25	29
Mvmt Flow	1	12	2	2	15	8	1	5	4	30	4	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7	7	6.8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	7%	9%	72%
Vol Thru, %	50%	79%	61%	10%
Vol Right, %	40%	14%	30%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	14	23	39
LT Vol	1	1	2	28
Through Vol	5	11	14	4
RT Vol	4	2	7	7
Lane Flow Rate	11	15	25	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.011	0.017	0.027	0.049
Departure Headway (Hd)	3.782	3.941	3.84	4.134
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	946	907	932	868
Service Time	1.807	1.969	1.866	2.15
HCM Lane V/C Ratio	0.012	0.017	0.027	0.048
HCM Control Delay	6.8	7	7	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0.2

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	15	3	2	30	29	0	8	3	32	14	5
Future Vol, veh/h	1	15	3	2	30	29	0	8	3	32	14	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	67	0	3	14	0	12	0	6	0	0
Mvmt Flow	1	16	3	2	33	32	0	9	3	35	15	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.1	7.1	7.2	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	3%	63%
Vol Thru, %	73%	79%	49%	27%
Vol Right, %	27%	16%	48%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	19	61	51
LT Vol	0	1	2	32
Through Vol	8	15	30	14
RT Vol	3	3	29	5
Lane Flow Rate	12	21	66	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.023	0.069	0.065
Departure Headway (Hd)	4.133	3.984	3.754	4.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	862	894	949	846
Service Time	2.176	2.03	1.795	2.26
HCM Lane V/C Ratio	0.014	0.023	0.07	0.065
HCM Control Delay	7.2	7.1	7.1	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.2	0.2

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	9	30	40	6	16	13	367	20	20	574	6
Future Vol, veh/h	7	9	30	40	6	16	13	367	20	20	574	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	0	0	0	4	5	0	3	0
Mvmt Flow	8	10	33	43	7	17	14	399	22	22	624	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1122	1121	628	1131	1113	410	631	0	0	421	0	0
Stage 1	672	672	-	438	438	-	-	-	-	-	-	-
Stage 2	450	449	-	693	675	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	208	487	176	210	646	961	-	-	1149	-	-
Stage 1	449	458	-	586	582	-	-	-	-	-	-	-
Stage 2	592	576	-	424	456	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	169	198	487	152	200	646	961	-	-	1149	-	-
Mov Cap-2 Maneuver	169	198	-	152	200	-	-	-	-	-	-	-
Stage 1	440	444	-	575	571	-	-	-	-	-	-	-
Stage 2	559	565	-	375	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.8	32.9	0.3	0.3
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	310	195	1149	-	-
HCM Lane V/C Ratio	0.015	-	-	0.161	0.346	0.019	-	-
HCM Control Delay (s)	8.8	0	-	18.8	32.9	8.2	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	1.5	0.1	-	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	17	41	28	17	31	21	563	33	19	492	11
Future Vol, veh/h	12	17	41	28	17	31	21	563	33	19	492	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	4	6	0	5	2	0	0	1	0
Mvmt Flow	13	18	45	30	18	34	23	612	36	21	535	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1285	1277	541	1291	1265	630	547	0	0	648	0	0
Stage 1	583	583	-	676	676	-	-	-	-	-	-	-
Stage 2	702	694	-	615	589	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.14	6.56	6.2	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.536	4.054	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	143	168	541	139	166	485	1007	-	-	947	-	-
Stage 1	502	502	-	440	447	-	-	-	-	-	-	-
Stage 2	432	447	-	475	489	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	115	157	541	110	155	485	1007	-	-	947	-	-
Mov Cap-2 Maneuver	115	157	-	110	155	-	-	-	-	-	-	-
Stage 1	484	486	-	424	431	-	-	-	-	-	-	-
Stage 2	371	431	-	406	473	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.4	41.6	0.3	0.3
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	243	178	947	-	-
HCM Lane V/C Ratio	0.023	-	-	0.313	0.464	0.022	-	-
HCM Control Delay (s)	8.7	0	-	26.4	41.6	8.9	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	2.2	0.1	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	9	30	40	6	16	13	417	43	20	1039	6
Future Vol, veh/h	7	9	30	40	6	16	13	417	43	20	1039	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	0	0	0	4	2	0	2	0
Mvmt Flow	8	10	33	43	7	17	14	453	47	22	1129	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1694	1705	1133	1703	1685	477	1136	0	0	500	0	0
Stage 1	1177	1177	-	505	505	-	-	-	-	-	-	-
Stage 2	517	528	-	1198	1180	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.18	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.572	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	74	92	249	70	95	592	622	-	-	1075	-	-
Stage 1	235	267	-	538	544	-	-	-	-	-	-	-
Stage 2	545	531	-	220	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	63	84	249	52	87	592	622	-	-	1075	-	-
Mov Cap-2 Maneuver	63	84	-	52	87	-	-	-	-	-	-	-
Stage 1	228	252	-	521	527	-	-	-	-	-	-	-
Stage 2	506	515	-	173	251	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	46.1	186.4	0.3	0.2
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	622	-	-	136	72	1075	-	-
HCM Lane V/C Ratio	0.023	-	-	0.368	0.936	0.02	-	-
HCM Control Delay (s)	10.9	0	-	46.1	186.4	8.4	0	-
HCM Lane LOS	B	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	4.7	0.1	-	-

Intersection	
Int Delay, s/veh	104.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	17	41	28	17	31	21	1179	170	19	947	11
Future Vol, veh/h	12	17	41	28	17	31	21	1179	170	19	947	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	4	6	0	5	1	0	0	0	0
Mvmt Flow	13	18	45	30	18	34	23	1282	185	21	1029	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2524	2590	1035	2530	2504	1375	1041	0	0	1467	0	0
Stage 1	1077	1077	-	1421	1421	-	-	-	-	-	-	-
Stage 2	1447	1513	-	1109	1083	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.22	7.14	6.56	6.2	4.15	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.318	3.536	4.054	3.3	2.245	-	-	2.2	-	-
Pot Cap-1 Maneuver	19	26	282	~ 18	28	180	657	-	-	466	-	-
Stage 1	268	298	-	167	198	-	-	-	-	-	-	-
Stage 2	165	184	-	252	289	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 2	~ 18	282	-	20	180	657	-	-	466	-	-
Mov Cap-2 Maneuver	~ 2	~ 18	-	-	20	-	-	-	-	-	-	-
Stage 1	211	266	-	132	156	-	-	-	-	-	-	-
Stage 2	93	145	-	176	258	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	3707.7		0.2	0.3
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	657	-	-	10	-	466	-	-
HCM Lane V/C Ratio	0.035	-	-	7.609	-	0.044	-	-
HCM Control Delay (s)	10.7	0	-	$ 3707.7	-	13.1	0	-
HCM Lane LOS	B	A	-	F	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	10.9	-	0.1	-	-

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

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	36	14	6	19	6	6	12	2	9	7	9
Future Vol, veh/h	1	36	14	6	19	6	6	12	2	9	7	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	0	0	5	17	0	17	0	0	0	11
Mvmt Flow	1	39	15	7	21	7	7	13	2	10	8	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	2%	19%	36%
Vol Thru, %	60%	71%	61%	28%
Vol Right, %	10%	27%	19%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	51	31	25
LT Vol	6	1	6	9
Through Vol	12	36	19	7
RT Vol	2	14	6	9
Lane Flow Rate	22	55	34	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.059	0.037	0.03
Departure Headway (Hd)	4.075	3.849	3.948	3.926
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	876	929	905	909
Service Time	2.113	1.878	1.98	1.964
HCM Lane V/C Ratio	0.025	0.059	0.038	0.03
HCM Control Delay	7.2	7.1	7.1	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	44	6	9	54	8	5	17	1	10	28	17
Future Vol, veh/h	10	44	6	9	54	8	5	17	1	10	28	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
Heavy Vehicles, %	0	4	0	44	2	0	0	6	0	0	7	6
Mvmt Flow	11	48	7	10	59	9	5	18	1	11	30	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	8.4	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	17%	13%	18%
Vol Thru, %	74%	73%	76%	51%
Vol Right, %	4%	10%	11%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	60	71	55
LT Vol	5	10	9	10
Through Vol	17	44	54	28
RT Vol	1	6	8	17
Lane Flow Rate	25	65	77	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.03	0.074	0.103	0.068
Departure Headway (Hd)	4.321	4.079	4.803	4.119
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	867	742	875
Service Time	2.321	2.154	2.863	2.12
HCM Lane V/C Ratio	0.03	0.075	0.104	0.069
HCM Control Delay	7.5	7.5	8.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.3	0.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	59	14	6	19	6	6	12	2	9	7	9
Future Vol, veh/h	1	59	14	6	19	6	6	12	2	9	7	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	5	17	0	17	0	0	0	11
Mvmt Flow	1	64	15	7	21	7	7	13	2	10	8	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	1%	19%	36%
Vol Thru, %	60%	80%	61%	28%
Vol Right, %	10%	19%	19%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	74	31	25
LT Vol	6	1	6	9
Through Vol	12	59	19	7
RT Vol	2	14	6	9
Lane Flow Rate	22	80	34	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.087	0.037	0.03
Departure Headway (Hd)	4.118	3.899	3.967	3.969
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	918	900	896
Service Time	2.167	1.928	2.004	2.019
HCM Lane V/C Ratio	0.025	0.087	0.038	0.03
HCM Control Delay	7.3	7.3	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	181	6	9	54	8	5	17	1	10	28	17
Future Vol, veh/h	10	181	6	9	54	8	5	17	1	10	28	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
Heavy Vehicles, %	0	1	0	44	2	0	0	6	0	0	7	6
Mvmt Flow	11	197	7	10	59	9	5	18	1	11	30	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.6	7.8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	5%	13%	18%
Vol Thru, %	74%	92%	76%	51%
Vol Right, %	4%	3%	11%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	197	71	55
LT Vol	5	10	9	10
Through Vol	17	181	54	28
RT Vol	1	6	8	17
Lane Flow Rate	25	214	77	60
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.244	0.108	0.074
Departure Headway (Hd)	4.656	4.098	5.021	4.448
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	861	717	809
Service Time	2.664	2.193	3.03	2.454
HCM Lane V/C Ratio	0.032	0.249	0.107	0.074
HCM Control Delay	7.8	8.5	8.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1	0.4	0.2

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	39	4	4	17	2	7	19	5	4	16	6
Future Vol, veh/h	2	39	4	4	17	2	7	19	5	4	16	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	0	0	6	0	0	5	0	0	0	0
Mvmt Flow	2	42	4	4	18	2	8	21	5	4	17	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	4%	17%	15%
Vol Thru, %	61%	87%	74%	62%
Vol Right, %	16%	9%	9%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	45	23	26
LT Vol	7	2	4	4
Through Vol	19	39	17	16
RT Vol	5	4	2	6
Lane Flow Rate	34	49	25	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.054	0.028	0.031
Departure Headway (Hd)	3.997	3.982	4.027	3.945
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	893	898	887	904
Service Time	2.035	2.012	2.062	1.984
HCM Lane V/C Ratio	0.038	0.055	0.028	0.031
HCM Control Delay	7.2	7.2	7.2	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	36	12	4	50	4	12	39	4	1	29	3
Future Vol, veh/h	7	36	12	4	50	4	12	39	4	1	29	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	3	8	0	8	0	8	3	0	0	0	0
Mvmt Flow	8	39	13	4	54	4	13	42	4	1	32	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.5	7.7	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	13%	7%	3%
Vol Thru, %	71%	65%	86%	88%
Vol Right, %	7%	22%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	55	58	33
LT Vol	12	7	4	1
Through Vol	39	36	50	29
RT Vol	4	12	4	3
Lane Flow Rate	60	60	63	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.067	0.072	0.041
Departure Headway (Hd)	4.276	4.009	4.084	4.11
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	830	884	869	861
Service Time	2.342	2.075	2.149	2.184
HCM Lane V/C Ratio	0.072	0.068	0.072	0.042
HCM Control Delay	7.7	7.4	7.5	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.1

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	62	4	4	17	2	7	19	5	4	16	6
Future Vol, veh/h	2	62	4	4	17	2	7	19	5	4	16	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	6	0	0	5	0	0	0	0
Mvmt Flow	2	67	4	4	18	2	8	21	5	4	17	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	3%	17%	15%
Vol Thru, %	61%	91%	74%	62%
Vol Right, %	16%	6%	9%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	68	23	26
LT Vol	7	2	4	4
Through Vol	19	62	17	16
RT Vol	5	4	2	6
Lane Flow Rate	34	74	25	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.038	0.082	0.028	0.031
Departure Headway (Hd)	4.042	3.997	4.046	3.99
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	894	881	892
Service Time	2.09	2.029	2.088	2.04
HCM Lane V/C Ratio	0.039	0.083	0.028	0.031
HCM Control Delay	7.3	7.4	7.2	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.1	0.1

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	173	12	4	50	4	12	39	4	1	29	3
Future Vol, veh/h	7	173	12	4	50	4	12	39	4	1	29	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	8	0	8	0	8	3	0	0	0	0
Mvmt Flow	8	188	13	4	54	4	13	42	4	1	32	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.7	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	4%	7%	3%
Vol Thru, %	71%	90%	86%	88%
Vol Right, %	7%	6%	7%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	55	192	58	33
LT Vol	12	7	4	1
Through Vol	39	173	50	29
RT Vol	4	12	4	3
Lane Flow Rate	60	209	63	36
Geometry Grp	1	1	1	1
Degree of Util (X)	0.078	0.237	0.076	0.045
Departure Headway (Hd)	4.678	4.084	4.314	4.523
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	770	866	834	796
Service Time	2.682	2.176	2.322	2.529
HCM Lane V/C Ratio	0.078	0.241	0.076	0.045
HCM Control Delay	8.1	8.5	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0.2	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	9	33	4	9	4	14	245	1	8	335	5
Future Vol, veh/h	6	9	33	4	9	4	14	245	1	8	335	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	11	50	0	6	0	0	6	0
Mvmt Flow	7	10	36	4	10	4	15	266	1	9	364	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	689	682	367	705	684	267	369	0	0	267	0	0
Stage 1	385	385	-	297	297	-	-	-	-	-	-	-
Stage 2	304	297	-	408	387	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.26	7.1	6.61	6.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.354	3.5	4.099	3.75	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	363	375	669	354	360	669	1201	-	-	1308	-	-
Stage 1	642	614	-	716	652	-	-	-	-	-	-	-
Stage 2	710	671	-	624	594	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	366	669	322	351	669	1201	-	-	1308	-	-
Mov Cap-2 Maneuver	347	366	-	322	351	-	-	-	-	-	-	-
Stage 1	632	608	-	705	642	-	-	-	-	-	-	-
Stage 2	684	661	-	576	589	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	14.8	0.4	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1201	-	-	526	386	1308	-	-
HCM Lane V/C Ratio	0.013	-	-	0.099	0.048	0.007	-	-
HCM Control Delay (s)	8	0	-	12.6	14.8	7.8	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	-

Intersection	
Int Delay, s/veh	15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	17	475	0	3	300	7	4	13	21	7	9	4
Future Vol, veh/h	17	475	0	3	300	7	4	13	21	7	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	18	516	0	3	326	8	4	14	23	8	10	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	229	73	12	320	64	26	14	0	0	37	0	0
Stage 1	28	28	-	34	34	-	-	-	-	-	-	-
Stage 2	201	45	-	286	30	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	730	821	1074	637	831	1056	1617	-	-	1587	-	-
Stage 1	994	876	-	987	871	-	-	-	-	-	-	-
Stage 2	805	861	-	726	874	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	499	814	1074	311	824	1056	1617	-	-	1587	-	-
Mov Cap-2 Maneuver	499	814	-	311	824	-	-	-	-	-	-	-
Stage 1	991	872	-	984	868	-	-	-	-	-	-	-
Stage 2	497	858	-	295	870	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	12.5	0.8	2.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1617	-	-	797	815	1587	-	-
HCM Lane V/C Ratio	0.003	-	-	0.671	0.413	0.005	-	-
HCM Control Delay (s)	7.2	0	-	18.2	12.5	7.3	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	5.3	2	0	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	6	32	33	4	9	4	14	334	1	8	690	5
Future Vol, veh/h	6	32	33	4	9	4	14	334	1	8	690	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	6	0	11	50	0	4	0	0	3	0
Mvmt Flow	7	35	36	4	10	4	15	363	1	9	750	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1172	1165	753	1200	1167	364	755	0	0	364	0	0
Stage 1	771	771	-	394	394	-	-	-	-	-	-	-
Stage 2	401	394	-	806	773	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.26	7.1	6.61	6.7	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.61	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.354	3.5	4.099	3.75	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	171	196	403	163	186	586	865	-	-	1206	-	-
Stage 1	396	413	-	635	590	-	-	-	-	-	-	-
Stage 2	630	609	-	379	396	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	158	189	403	124	179	586	865	-	-	1206	-	-
Mov Cap-2 Maneuver	158	189	-	124	179	-	-	-	-	-	-	-
Stage 1	387	408	-	621	577	-	-	-	-	-	-	-
Stage 2	601	596	-	312	391	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	26	0.4	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	865	-	-	246	190	1206	-	-
HCM Lane V/C Ratio	0.018	-	-	0.314	0.097	0.007	-	-
HCM Control Delay (s)	9.2	0	-	26.2	26	8	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.3	0.3	0	-	-

Intersection	
Int Delay, s/veh	48.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	150	21	7	9	4	17	889	0	3	574	7
Future Vol, veh/h	4	150	21	7	9	4	17	889	0	3	574	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	4	0	0	4	0
Mvmt Flow	4	163	23	8	10	4	18	966	0	3	624	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1643	1636	628	1729	1640	966	632	0	0	966	0	0
Stage 1	634	634	-	1002	1002	-	-	-	-	-	-	-
Stage 2	1009	1002	-	727	638	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	81	~ 102	487	70	101	311	960	-	-	721	-	-
Stage 1	471	476	-	295	323	-	-	-	-	-	-	-
Stage 2	292	323	-	419	474	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	~ 97	487	-	96	311	960	-	-	721	-	-
Mov Cap-2 Maneuver	71	~ 97	-	-	96	-	-	-	-	-	-	-
Stage 1	452	473	-	283	310	-	-	-	-	-	-	-
Stage 2	268	310	-	260	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 461.4		0.2	0.1
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	106	-	721	-	-
HCM Lane V/C Ratio	0.019	-	-	1.795	-	0.005	-	-
HCM Control Delay (s)	8.8	0	-	$ 461.4	-	10	0	-
HCM Lane LOS	A	A	-	F	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	15.2	-	0	-	-

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

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	78	18	379	764
Demand Flow Rate, veh/h	80	21	394	786
Vehicles Circulating, veh/h	786	400	51	30
Vehicles Exiting, veh/h	31	45	815	391
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.5	4.8	5.6	9.6
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	80	21	394	786
Cap Entry Lane, veh/h	619	918	1310	1338
Entry HV Adj Factor	0.975	0.853	0.963	0.971
Flow Entry, veh/h	78	18	379	764
Cap Entry, veh/h	604	783	1262	1300
V/C Ratio	0.129	0.023	0.301	0.587
Control Delay, s/veh	7.5	4.8	5.6	9.6
LOS	A	A	A	A
95th %tile Queue, veh	0	0	1	4

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	190	22	984	635
Demand Flow Rate, veh/h	190	22	1023	660
Vehicles Circulating, veh/h	660	1027	170	36
Vehicles Exiting, veh/h	36	166	680	1013
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.3	8.0	25.6	8.0
Approach LOS	A	A	D	A

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	190	22	1023	660
Cap Entry Lane, veh/h	704	484	1160	1330
Entry HV Adj Factor	1.000	1.000	0.962	0.962
Flow Entry, veh/h	190	22	984	635
Cap Entry, veh/h	704	484	1116	1280
V/C Ratio	0.270	0.045	0.882	0.496
Control Delay, s/veh	8.3	8.0	25.6	8.0
LOS	A	A	D	A
95th %tile Queue, veh	1	0	13	3

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	0	0	144	123	15
Future Vol, veh/h	12	0	0	144	123	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	6	1	7
Mvmt Flow	13	0	0	157	134	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	299	142	150	0	-	0
Stage 1	142	-	-	-	-	-
Stage 2	157	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	697	911	1444	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	876	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	697	911	1444	-	-	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	890	-	-	-	-	-
Stage 2	876	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1444	-	697	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	10.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	1	1	225	53	7
Future Vol, veh/h	18	1	1	225	53	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	20	1	1	245	58	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	309	62	66	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	687	1009	1549	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	799	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	686	1009	1549	-	-	-
Mov Cap-2 Maneuver	686	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	799	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1549	-	698	-	-
HCM Lane V/C Ratio	0.001	-	0.03	-	-
HCM Control Delay (s)	7.3	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	0	0	210	245	15
Future Vol, veh/h	35	0	0	210	245	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	4	0	7
Mvmt Flow	38	0	0	228	266	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	502	274	282	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	228	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	533	770	1292	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	533	770	1292	-	-	-
Mov Cap-2 Maneuver	533	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	815	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1292	-	533	-	-
HCM Lane V/C Ratio	-	-	0.071	-	-
HCM Control Delay (s)	0	-	12.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	155	1	1	452	116	7
Future Vol, veh/h	155	1	1	452	116	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	168	1	1	491	126	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	623	130	134	0	-	0
Stage 1	130	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	453	925	1463	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	453	925	1463	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1463	-	454	-	-
HCM Lane V/C Ratio	0.001	-	0.373	-	-
HCM Control Delay (s)	7.5	0	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.7	-	-

Intersection	
Int Delay, s/veh	3

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	391	228	141	132	1
Future Vol, veh/h	0	391	228	141	132	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	5	7	4	0
Mvmt Flow	0	425	248	153	143	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	401	0	-	0	750	325
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	4.1	-	-	-	6.44	6.2
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.3
Pot Cap-1 Maneuver	1169	-	-	-	376	721
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	655	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1169	-	-	-	376	721
Mov Cap-2 Maneuver	-	-	-	-	376	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	655	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1169	-	377
HCM Lane V/C Ratio	-	-	-	-	0.383
HCM Control Delay (s)	-	-	0	-	20.4
HCM Lane LOS	-	-	A	-	C
HCM 95th %tile Q(veh)	-	-	0	-	1.8

Intersection	
Int Delay, s/veh	1.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	308	488	196	69	3
Future Vol, veh/h	1	308	488	196	69	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	3
Mvmt Flow	1	335	530	213	75	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	743	0	-	0	974	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	337	-
Critical Hdwy	4.1	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	873	-	-	-	282	475
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	873	-	-	-	282	475
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	728	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	873	-	287
HCM Lane V/C Ratio	-	-	0.001	-	0.273
HCM Control Delay (s)	-	-	9.1	0	22.2
HCM Lane LOS	-	-	A	A	C
HCM 95th %tile Q(veh)	-	-	0	-	1.1

Intersection	
Int Delay, s/veh	48.4

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	746	317	207	254	1
Future Vol, veh/h	0	746	317	207	254	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	5	2	0
Mvmt Flow	0	811	345	225	276	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	570	0	-	0	1269	458
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	811	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1013	-	-	-	~ 186	607
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	~ 186	607
Mov Cap-2 Maneuver	-	-	-	-	~ 186	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	437	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	289.6
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1013	-	187
HCM Lane V/C Ratio	-	-	-	-	1.482
HCM Control Delay (s)	-	-	0	-	289.6
HCM Lane LOS	-	-	A	-	F
HCM 95th %tile Q(veh)	-	-	0	-	17.3

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

Intersection	
Int Delay, s/veh	30.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	582	902	423	132	3
Future Vol, veh/h	1	582	902	423	132	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	3
Mvmt Flow	1	633	980	460	143	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1440	0	-	0	1845	1210
Stage 1	-	-	-	-	1210	-
Stage 2	-	-	-	-	635	-
Critical Hdwy	4.1	-	-	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.327
Pot Cap-1 Maneuver	477	-	-	-	~ 83	221
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	532	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	477	-	-	-	~ 83	221
Mov Cap-2 Maneuver	-	-	-	-	~ 83	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	532	-

Approach	SE	NW	SW
HCM Control Delay, s	0	0	$ 464.8
HCM LOS			F

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	477	-	84
HCM Lane V/C Ratio	-	-	0.002	-	1.747
HCM Control Delay (s)	-	-	12.6	0	$ 464.8
HCM Lane LOS	-	-	B	A	F
HCM 95th %tile Q(veh)	-	-	0	-	12.3

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

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Approach	SE	NW	SW
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	811	570	277
Demand Flow Rate, veh/h	827	595	283
Vehicles Circulating, veh/h	282	0	359
Vehicles Exiting, veh/h	360	1109	236
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	19.9	4.5	6.9
Approach LOS	C	A	A

Lane	Left	Left	Right	Left
Designated Moves	LT	LT	R	LR
Assumed Moves	LT	LT	R	LR
RT Channelized				
Lane Util	1.000	0.603	0.397	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	827	359	236	283
Cap Entry Lane, veh/h	1035	1420	1420	957
Entry HV Adj Factor	0.980	0.962	0.953	0.979
Flow Entry, veh/h	811	345	225	277
Cap Entry, veh/h	1015	1365	1354	937
V/C Ratio	0.799	0.253	0.166	0.296
Control Delay, s/veh	19.9	4.8	4.0	6.9
LOS	C	A	A	A
95th %tile Queue, veh	9	1	1	1

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Approach	SE	NW	SW
Entry Lanes	1	2	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	634	1440	146
Demand Flow Rate, veh/h	634	1460	146
Vehicles Circulating, veh/h	143	1	1000
Vehicles Exiting, veh/h	1003	776	461
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	9.0	9.9	11.7
Approach LOS	A	A	B

Lane	Left	Left	Right	Left
Designated Moves	LT	LT	R	LR
Assumed Moves	LT	LT	R	LR
RT Channelized				
Lane Util	1.000	0.685	0.315	1.000
Follow-Up Headway, s	2.609	2.535	2.535	2.609
Critical Headway, s	4.976	4.544	4.544	4.976
Entry Flow, veh/h	634	1000	460	146
Cap Entry Lane, veh/h	1193	1419	1419	498
Entry HV Adj Factor	1.000	0.980	1.000	1.000
Flow Entry, veh/h	634	980	460	146
Cap Entry, veh/h	1193	1391	1419	498
V/C Ratio	0.532	0.705	0.324	0.293
Control Delay, s/veh	9.0	12.0	5.4	11.7
LOS	A	B	A	B
95th %tile Queue, veh	3	6	1	1

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	91	8	14	48	54	0	2	5	62	8	9
Future Vol, veh/h	28	91	8	14	48	54	0	2	5	62	8	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	15	0	0	23	6	0	0	0	5	0	0
Mvmt Flow	30	99	9	15	52	59	0	2	5	67	9	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	7.7	7.2	8.2
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	12%	22%	78%
Vol Thru, %	29%	41%	72%	10%
Vol Right, %	71%	47%	6%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	116	127	79
LT Vol	0	14	28	62
Through Vol	2	48	91	8
RT Vol	5	54	8	9
Lane Flow Rate	8	126	138	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.141	0.162	0.111
Departure Headway (Hd)	4.146	4.014	4.234	4.653
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	866	896	832	774
Service Time	2.156	2.022	2.334	2.661
HCM Lane V/C Ratio	0.009	0.141	0.166	0.111
HCM Control Delay	7.2	7.7	8.2	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.6	0.4

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	9	52	1	18	114	70	4	10	9	73	17	49
Future Vol, veh/h	9	52	1	18	114	70	4	10	9	73	17	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	22	29	0	6	15	9	0	0	0	14	6	6
Mvmt Flow	10	57	1	20	124	76	4	11	10	79	18	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	8.9	7.7	8.9
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	17%	9%	15%	53%
Vol Thru, %	43%	56%	84%	12%
Vol Right, %	39%	35%	2%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	202	62	139
LT Vol	4	18	9	73
Through Vol	10	114	52	17
RT Vol	9	70	1	49
Lane Flow Rate	25	220	67	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.032	0.264	0.093	0.198
Departure Headway (Hd)	4.547	4.324	4.962	4.719
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	832	722	760
Service Time	2.581	2.345	2.99	2.747
HCM Lane V/C Ratio	0.032	0.264	0.093	0.199
HCM Control Delay	7.7	8.9	8.5	8.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	1.1	0.3	0.7

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	28	205	8	14	62	54	0	2	5	62	8	9
Future Vol, veh/h	28	205	8	14	62	54	0	2	5	62	8	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	4	7	0	0	18	6	0	0	0	5	0	0
Mvmt Flow	30	223	9	15	67	59	0	2	5	67	9	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8	7.5	8.7
HCM LOS	A	A	A	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	0%	11%	12%	78%
Vol Thru, %	29%	48%	85%	10%
Vol Right, %	71%	42%	3%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	130	241	79
LT Vol	0	14	28	62
Through Vol	2	62	205	8
RT Vol	5	54	8	9
Lane Flow Rate	8	141	262	86
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.164	0.317	0.118
Departure Headway (Hd)	4.473	4.186	4.352	4.966
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	800	859	828	722
Service Time	2.503	2.201	2.366	2.992
HCM Lane V/C Ratio	0.01	0.164	0.316	0.119
HCM Control Delay	7.5	8	9.4	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	1.4	0.4

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	9	141	1	18	352	70	4	10	9	73	17	49
Future Vol, veh/h	9	141	1	18	352	70	4	10	9	73	17	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	22	11	0	6	5	9	0	0	0	14	6	6
Mvmt Flow	10	153	1	20	383	76	4	11	10	79	18	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.1	14.8	8.8	10.4
HCM LOS	B	B	A	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	17%	4%	6%	53%
Vol Thru, %	43%	80%	93%	12%
Vol Right, %	39%	16%	1%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	440	151	139
LT Vol	4	18	9	73
Through Vol	10	352	141	17
RT Vol	9	70	1	49
Lane Flow Rate	25	478	164	151
Geometry Grp	1	1	1	1
Degree of Util (X)	0.039	0.613	0.242	0.234
Departure Headway (Hd)	5.585	4.613	5.317	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	645	775	668	639
Service Time	3.585	2.676	3.404	3.659
HCM Lane V/C Ratio	0.039	0.617	0.246	0.236
HCM Control Delay	8.8	14.8	10.1	10.4
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.1	4.3	0.9	0.9

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	25	5	0	15	5
Future Vol, veh/h	4	25	5	0	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	16	0	0	20	0
Mvmt Flow	4	27	5	0	16	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	5	0	-	0	40	5
Stage 1	-	-	-	-	5	-
Stage 2	-	-	-	-	35	-
Critical Hdwy	4.35	-	-	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.425	-	-	-	3.68	3.3
Pot Cap-1 Maneuver	1478	-	-	-	928	1084
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	943	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1478	-	-	-	925	1084
Mov Cap-2 Maneuver	-	-	-	-	925	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	943	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1478	-	-	-	960
HCM Lane V/C Ratio	0.003	-	-	-	0.023
HCM Control Delay (s)	7.4	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	58	22	0	22	4
Future Vol, veh/h	2	58	22	0	22	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	4	2
Mvmt Flow	2	63	24	0	24	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	24	0	-	0	91	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.318
Pot Cap-1 Maneuver	1604	-	-	-	904	1052
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	903	1052
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	923
HCM Lane V/C Ratio	0.001	-	-	-	0.031
HCM Control Delay (s)	7.2	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	27	24	5	15	5
Future Vol, veh/h	4	27	24	5	15	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	15	0	0	20	0
Mvmt Flow	4	29	26	5	16	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	31	0	-	0	66	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.35	-	-	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.6	-
Critical Hdwy Stg 2	-	-	-	-	5.6	-
Follow-up Hdwy	2.425	-	-	-	3.68	3.3
Pot Cap-1 Maneuver	1445	-	-	-	896	1052
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1445	-	-	-	893	1052
Mov Cap-2 Maneuver	-	-	-	-	893	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	941	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1445	-	-	-	928
HCM Lane V/C Ratio	0.003	-	-	-	0.023
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	58	162	22	22	4
Future Vol, veh/h	2	58	162	22	22	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	4	2
Mvmt Flow	2	63	176	24	24	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	255	188
Stage 1	-	-	-	-	188	-
Stage 2	-	-	-	-	67	-
Critical Hdwy	4.1	-	-	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.2	-	-	-	3.536	3.318
Pot Cap-1 Maneuver	1384	-	-	-	729	854
Stage 1	-	-	-	-	839	-
Stage 2	-	-	-	-	951	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1384	-	-	-	728	854
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1384	-	-	-	745
HCM Lane V/C Ratio	0.002	-	-	-	0.038
HCM Control Delay (s)	7.6	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	65	2	6	67	8	0	5	2	10	4	5
Future Vol, veh/h	0	65	2	6	67	8	0	5	2	10	4	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	8	0	0	6	12	0	20	0	10	0	0
Mvmt Flow	0	71	2	7	73	9	0	5	2	11	4	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	7%	53%
Vol Thru, %	71%	97%	83%	21%
Vol Right, %	29%	3%	10%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	67	81	19
LT Vol	0	0	6	10
Through Vol	5	65	67	4
RT Vol	2	2	8	5
Lane Flow Rate	8	73	88	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.009	0.084	0.097	0.025
Departure Headway (Hd)	4.362	4.133	3.959	4.301
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	865	903	823
Service Time	2.441	2.167	1.993	2.375
HCM Lane V/C Ratio	0.01	0.084	0.097	0.026
HCM Control Delay	7.5	7.5	7.4	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	94	1	9	80	7	3	9	4	15	5	1
Future Vol, veh/h	8	94	1	9	80	7	3	9	4	15	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	9	102	1	10	87	8	3	10	4	16	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.6	7.4	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	8%	9%	71%
Vol Thru, %	56%	91%	83%	24%
Vol Right, %	25%	1%	7%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	103	96	21
LT Vol	3	8	9	15
Through Vol	9	94	80	5
RT Vol	4	1	7	1
Lane Flow Rate	17	112	104	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.126	0.117	0.029
Departure Headway (Hd)	4.28	4.057	4.028	4.501
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	841	878	884	800
Service Time	2.281	2.107	2.08	2.501
HCM Lane V/C Ratio	0.02	0.128	0.118	0.029
HCM Control Delay	7.4	7.7	7.6	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	76	2	6	105	8	0	5	2	10	4	5
Future Vol, veh/h	0	76	2	6	105	8	0	5	2	10	4	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	0	0	4	12	0	20	0	10	0	0
Mvmt Flow	0	83	2	7	114	9	0	5	2	11	4	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.7	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	5%	53%
Vol Thru, %	71%	97%	88%	21%
Vol Right, %	29%	3%	7%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	78	119	19
LT Vol	0	0	6	10
Through Vol	5	76	105	4
RT Vol	2	2	8	5
Lane Flow Rate	8	85	129	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.098	0.143	0.025
Departure Headway (Hd)	4.556	4.15	3.982	4.391
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	860	898	802
Service Time	2.556	2.193	2.021	2.49
HCM Lane V/C Ratio	0.01	0.099	0.144	0.026
HCM Control Delay	7.6	7.6	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.5	0.1

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	415	1	9	109	7	3	9	4	15	5	1
Future Vol, veh/h	8	415	1	9	109	7	3	9	4	15	5	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	3	0	0	0	0	0	0	0
Mvmt Flow	9	451	1	10	118	8	3	10	4	16	5	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	8.3	8.2	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	2%	7%	71%
Vol Thru, %	56%	98%	87%	24%
Vol Right, %	25%	0%	6%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	424	125	21
LT Vol	3	8	9	15
Through Vol	9	415	109	5
RT Vol	4	1	7	1
Lane Flow Rate	17	461	136	23
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.521	0.167	0.034
Departure Headway (Hd)	5.105	4.073	4.435	5.324
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	704	871	812	675
Service Time	3.116	2.161	2.443	3.334
HCM Lane V/C Ratio	0.024	0.529	0.167	0.034
HCM Control Delay	8.2	11.6	8.3	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.1	3.1	0.6	0.1

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	64	10	6	68	0	8	17	10	2	10	4
Future Vol, veh/h	6	64	10	6	68	0	8	17	10	2	10	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	8	10	0	4	0	0	6	0	0	0	0
Mvmt Flow	7	70	11	7	74	0	9	18	11	2	11	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

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

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	7%	8%	12%
Vol Thru, %	49%	80%	92%	62%
Vol Right, %	29%	12%	0%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	80	74	16
LT Vol	8	6	6	2
Through Vol	17	64	68	10
RT Vol	10	10	0	4
Lane Flow Rate	38	87	80	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.097	0.091	0.02
Departure Headway (Hd)	4.074	3.996	4.078	4.092
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	892	874	862
Service Time	2.155	2.041	2.123	2.177
HCM Lane V/C Ratio	0.044	0.098	0.092	0.02
HCM Control Delay	7.3	7.5	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.3	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	90	10	9	80	12	8	20	3	4	24	6
Future Vol, veh/h	8	90	10	9	80	12	8	20	3	4	24	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	1	0	0	5	8	0	0	0	0	0	0
Mvmt Flow	9	98	11	10	87	13	9	22	3	4	26	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.7	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	7%	9%	12%
Vol Thru, %	65%	83%	79%	71%
Vol Right, %	10%	9%	12%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	108	101	34
LT Vol	8	8	9	4
Through Vol	20	90	80	24
RT Vol	3	10	12	6
Lane Flow Rate	34	117	110	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.041	0.133	0.124	0.045
Departure Headway (Hd)	4.427	4.066	4.059	4.348
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	813	872	873	828
Service Time	2.429	2.135	2.13	2.349
HCM Lane V/C Ratio	0.042	0.134	0.126	0.045
HCM Control Delay	7.6	7.8	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.4	0.1

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	75	10	6	106	0	8	17	10	2	10	4
Future Vol, veh/h	6	75	10	6	106	0	8	17	10	2	10	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	7	10	0	3	0	0	6	0	0	0	0
Mvmt Flow	7	82	11	7	115	0	9	18	11	2	11	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.8	7.5	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	7%	5%	12%
Vol Thru, %	49%	82%	95%	62%
Vol Right, %	29%	11%	0%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	35	91	112	16
LT Vol	8	6	6	2
Through Vol	17	75	106	10
RT Vol	10	10	0	4
Lane Flow Rate	38	99	122	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.045	0.111	0.138	0.021
Departure Headway (Hd)	4.27	4.035	4.082	4.294
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	843	880	873	838
Service Time	2.271	2.095	2.135	2.295
HCM Lane V/C Ratio	0.045	0.113	0.14	0.02
HCM Control Delay	7.5	7.6	7.8	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.5	0.1

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	411	10	9	109	12	8	20	3	4	24	6
Future Vol, veh/h	8	411	10	9	109	12	8	20	3	4	24	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	4	8	0	0	0	0	0	0
Mvmt Flow	9	447	11	10	118	13	9	22	3	4	26	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	8.5	8.6	8.5
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	2%	7%	12%
Vol Thru, %	65%	96%	84%	71%
Vol Right, %	10%	2%	9%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	31	429	130	34
LT Vol	8	8	9	4
Through Vol	20	411	109	24
RT Vol	3	10	12	6
Lane Flow Rate	34	466	141	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.049	0.547	0.177	0.053
Departure Headway (Hd)	5.272	4.225	4.513	5.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	853	796	689
Service Time	3.311	2.243	2.537	3.23
HCM Lane V/C Ratio	0.05	0.546	0.177	0.054
HCM Control Delay	8.6	12.2	8.5	8.5
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.2	3.4	0.6	0.2

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	3	166	203	320	219	0
Future Vol, veh/h	3	166	203	320	219	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	33	5	7	3	8	0
Mvmt Flow	3	180	221	348	238	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	238	238	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.73	6.25	4.17	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.345	2.263	-	-	-
Pot Cap-1 Maneuver	227	794	1300	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	179	794	1300	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	11.4	3.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	748	1300	-
HCM Lane V/C Ratio	-	-	0.246	0.17	-
HCM Control Delay (s)	-	-	11.4	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.6	-

Intersection	
Int Delay, s/veh	5.6

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	2	235	203	165	437	0
Future Vol, veh/h	2	235	203	165	437	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	8	3	1	1	0
Mvmt Flow	2	255	221	179	475	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1096	475	475	0	-	0
Stage 1	475	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.9	6.28	4.13	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.372	2.227	-	-	-
Pot Cap-1 Maneuver	192	578	1082	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	578	1082	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	454	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	16.6	5.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	564	1082	-
HCM Lane V/C Ratio	-	-	0.457	0.204	-
HCM Control Delay (s)	-	-	16.6	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.8	-

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	3	188	236	763	352	0
Future Vol, veh/h	3	188	236	763	352	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	33	5	6	1	5	0
Mvmt Flow	3	204	257	829	383	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1726	383	383	0	-	0
Stage 1	383	-	-	-	-	-
Stage 2	1343	-	-	-	-	-
Critical Hdwy	6.73	6.25	4.16	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.345	2.254	-	-	-
Pot Cap-1 Maneuver	82	658	1154	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	209	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	48	658	1154	-	-	-
Mov Cap-2 Maneuver	48	-	-	-	-	-
Stage 1	367	-	-	-	-	-
Stage 2	209	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	15.5	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	549	1154	-
HCM Lane V/C Ratio	-	-	0.378	0.222	-
HCM Control Delay (s)	-	-	15.5	9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.8	0.9	-

Intersection	
Int Delay, s/veh	34.5

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	2	285	205	499	1028	0
Future Vol, veh/h	2	285	205	499	1028	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	7	3	0	0	0
Mvmt Flow	2	310	223	542	1117	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2105	1117	1117	0	-	0
Stage 1	1117	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.9	6.27	4.13	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.363	2.227	-	-	-
Pot Cap-1 Maneuver	41	~ 246	622	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	296	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	20	~ 246	622	-	-	-
Mov Cap-2 Maneuver	20	-	-	-	-	-
Stage 1	123	-	-	-	-	-
Stage 2	296	-	-	-	-	-

Approach	WB	SE	NW
HCM Control Delay, s	232.4	4.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NWT	NWR	WBLn1	SEL	SET
Capacity (veh/h)	-	-	228	622	-
HCM Lane V/C Ratio	-	-	1.368	0.358	-
HCM Control Delay (s)	-	-	232.4	14	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	17.3	1.6	-

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

Intersection	
Intersection Delay, s/veh	13.4
Intersection LOS	B

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	207	383	1086
Demand Flow Rate, veh/h	218	402	1109
Vehicles Circulating, veh/h	402	272	4
Vehicles Exiting, veh/h	272	841	616
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.6	7.8	16.7
Approach LOS	A	A	C

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	218	402	1109
Cap Entry Lane, veh/h	916	1046	1374
Entry HV Adj Factor	0.950	0.952	0.979
Flow Entry, veh/h	207	383	1086
Cap Entry, veh/h	870	996	1345
V/C Ratio	0.238	0.384	0.807
Control Delay, s/veh	6.6	7.8	16.7
LOS	A	A	C
95th %tile Queue, veh	1	2	10

Intersection	
Intersection Delay, s/veh	35.0
Intersection LOS	E

Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	312	1117	765
Demand Flow Rate, veh/h	335	1117	772
Vehicles Circulating, veh/h	1117	230	3
Vehicles Exiting, veh/h	230	545	1449
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	35.3	52.9	8.8
Approach LOS	E	F	A

Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	335	1117	772
Cap Entry Lane, veh/h	442	1091	1376
Entry HV Adj Factor	0.931	1.000	0.991
Flow Entry, veh/h	312	1117	765
Cap Entry, veh/h	411	1091	1363
V/C Ratio	0.759	1.024	0.561
Control Delay, s/veh	35.3	52.9	8.8
LOS	E	F	A
95th %tile Queue, veh	6	22	4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	51	8	21	33	6	10	199	8	10	313	9
Future Vol, veh/h	13	51	8	21	33	6	10	199	8	10	313	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	2	0	0	3	0	20	8	25	0	4	0
Mvmt Flow	14	55	9	23	36	7	11	216	9	11	340	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	631	614	345	642	615	221	350	0	0	225	0	0
Stage 1	367	367	-	243	243	-	-	-	-	-	-	-
Stage 2	264	247	-	399	372	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.2	7.1	6.53	6.2	4.3	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.1	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.1	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.3	3.5	4.027	3.3	2.38	-	-	2.2	-	-
Pot Cap-1 Maneuver	385	407	702	390	405	824	1115	-	-	1356	-	-
Stage 1	640	622	-	765	703	-	-	-	-	-	-	-
Stage 2	728	702	-	631	617	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	350	398	702	339	396	824	1115	-	-	1356	-	-
Mov Cap-2 Maneuver	350	398	-	339	396	-	-	-	-	-	-	-
Stage 1	633	616	-	757	695	-	-	-	-	-	-	-
Stage 2	677	694	-	561	611	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.9	16	0.4	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1115	-	-	408	393	1356	-	-
HCM Lane V/C Ratio	0.01	-	-	0.192	0.166	0.008	-	-
HCM Control Delay (s)	8.3	0	-	15.9	16	7.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.6	0	-	-

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	64	18	18	59	10	20	432	39	3	153	10
Future Vol, veh/h	5	64	18	18	59	10	20	432	39	3	153	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	5	0	6	2	10	0	1	15	0	2	0
Mvmt Flow	5	70	20	20	64	11	22	470	42	3	166	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	751	734	172	758	718	491	177	0	0	512	0	0
Stage 1	178	178	-	535	535	-	-	-	-	-	-	-
Stage 2	573	556	-	223	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.55	6.2	7.16	6.52	6.3	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.55	-	6.16	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.55	-	6.16	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.045	3.3	3.554	4.018	3.39	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	330	344	877	319	355	562	1411	-	-	1064	-	-
Stage 1	828	746	-	522	524	-	-	-	-	-	-	-
Stage 2	508	508	-	771	748	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	272	335	877	257	346	562	1411	-	-	1064	-	-
Mov Cap-2 Maneuver	272	335	-	257	346	-	-	-	-	-	-	-
Stage 1	810	744	-	511	512	-	-	-	-	-	-	-
Stage 2	426	497	-	681	746	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	19.8	0.3	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1411	-	-	378	337	1064	-	-
HCM Lane V/C Ratio	0.015	-	-	0.25	0.281	0.003	-	-
HCM Control Delay (s)	7.6	0	-	17.7	19.8	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1	1.1	0	-	-

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	62	8	21	69	6	12	332	8	14	752	9
Future Vol, veh/h	13	62	8	21	69	6	12	332	8	14	752	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	8	2	0	0	1	0	17	5	25	0	2	0
Mvmt Flow	14	67	9	23	75	7	13	361	9	15	817	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1285	1248	822	1282	1249	366	827	0	0	370	0	0
Stage 1	852	852	-	392	392	-	-	-	-	-	-	-
Stage 2	433	396	-	890	857	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.52	6.2	7.1	6.51	6.2	4.27	-	-	4.1	-	-
Critical Hdwy Stg 1	6.18	5.52	-	6.1	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.52	-	6.1	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.018	3.3	3.5	4.009	3.3	2.353	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	173	377	144	174	684	743	-	-	1200	-	-
Stage 1	346	376	-	637	608	-	-	-	-	-	-	-
Stage 2	590	604	-	340	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	85	165	377	93	166	684	743	-	-	1200	-	-
Mov Cap-2 Maneuver	85	165	-	93	166	-	-	-	-	-	-	-
Stage 1	338	367	-	623	595	-	-	-	-	-	-	-
Stage 2	499	591	-	265	366	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59.2	73.1	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	743	-	-	151	148	1200	-	-
HCM Lane V/C Ratio	0.018	-	-	0.597	0.705	0.013	-	-
HCM Control Delay (s)	9.9	0	-	59.2	73.1	8	0	-
HCM Lane LOS	A	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.1	4.1	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	382	21	18	86	10	22	1023	39	176	315	10
Future Vol, veh/h	5	382	21	18	86	10	22	1023	39	176	315	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	6	1	10	0	0	15	0	1	0
Mvmt Flow	5	415	23	20	93	11	24	1112	42	191	342	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1963	1932	348	2130	1916	1133	353	0	0	1154	0	0
Stage 1	730	730	-	1181	1181	-	-	-	-	-	-	-
Stage 2	1233	1202	-	949	735	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.51	6.2	7.16	6.51	6.3	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.51	-	6.16	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.51	-	6.16	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.009	3.3	3.554	4.009	3.39	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	48	~ 66	700	35	~ 68	238	1217	-	-	613	-	-
Stage 1	417	429	-	227	265	-	-	-	-	-	-	-
Stage 2	219	~ 259	-	308	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	~ 38	700	-	~ 39	238	1217	-	-	613	-	-
Mov Cap-2 Maneuver	-	~ 38	-	-	~ 39	-	-	-	-	-	-	-
Stage 1	394	~ 263	-	214	250	-	-	-	-	-	-	-
Stage 2	124	~ 244	-	-	261	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.2	4.7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1217	-	-	-	-	613	-	-
HCM Lane V/C Ratio	0.02	-	-	-	-	0.312	-	-
HCM Control Delay (s)	8	0	-	-	-	13.5	0	-
HCM Lane LOS	A	A	-	-	-	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	1.3	-	-

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

Intersection	
Intersection Delay, s/veh	5.6
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	90	105	383	842
Demand Flow Rate, veh/h	92	106	405	858
Vehicles Circulating, veh/h	871	409	98	114
Vehicles Exiting, veh/h	101	94	865	401
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	4.6	4.4	6.2
Approach LOS	A	A	A	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.469	0.531	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	92	106	190	215	403	455
Cap Entry Lane, veh/h	677	1003	1233	1307	1215	1289
Entry HV Adj Factor	0.975	0.993	0.947	0.944	0.982	0.980
Flow Entry, veh/h	90	105	180	203	396	446
Cap Entry, veh/h	660	996	1168	1233	1193	1264
V/C Ratio	0.136	0.106	0.154	0.165	0.332	0.353
Control Delay, s/veh	7.0	4.6	4.4	4.3	6.2	6.2
LOS	A	A	A	A	A	A
95th %tile Queue, veh	0	0	1	1	1	2

Intersection	
Intersection Delay, s/veh	13.9
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	443	124	1178	544
Demand Flow Rate, veh/h	447	127	1184	547
Vehicles Circulating, veh/h	557	1141	615	139
Vehicles Exiting, veh/h	129	658	389	1129
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.8	10.1	19.6	4.9
Approach LOS	B	B	C	A

Lane	Left	Left	Left	Right	Left	Right
Designated Moves	LTR	LTR	LT	TR	LT	TR
Assumed Moves	LTR	LTR	LT	TR	LT	TR
RT Channelized						
Lane Util	1.000	1.000	0.470	0.530	0.470	0.530
Follow-Up Headway, s	2.535	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	447	127	556	628	257	290
Cap Entry Lane, veh/h	884	538	767	842	1188	1262
Entry HV Adj Factor	0.991	0.977	0.996	0.994	0.994	0.993
Flow Entry, veh/h	443	124	554	624	255	288
Cap Entry, veh/h	876	526	763	837	1181	1254
V/C Ratio	0.505	0.236	0.725	0.746	0.216	0.230
Control Delay, s/veh	10.8	10.1	19.7	19.5	5.0	4.9
LOS	B	B	C	C	A	A
95th %tile Queue, veh	3	1	6	7	1	1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	1	68	66	184	190	0
Future Vol, veh/h	1	68	66	184	190	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	3	3	5	8	0
Mvmt Flow	1	74	72	200	207	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	272	0	-	0	248	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	76	-
Critical Hdwy	5.1	-	-	-	6.48	6.2
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	3.1	-	-	-	3.572	3.3
Pot Cap-1 Maneuver	886	-	-	-	728	877
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	886	-	-	-	727	877
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	843	-
Stage 2	-	-	-	-	932	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	886	-	-	-	727
HCM Lane V/C Ratio	0.001	-	-	-	0.284
HCM Control Delay (s)	9.1	0	-	-	11.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	2	106	76	232	199	1
Future Vol, veh/h	2	106	76	232	199	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	5	1	6	3	0
Mvmt Flow	2	115	83	252	216	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	335	0	-	0	328	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.6	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.65	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	999	-	-	-	664	836
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	663	836
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	904	-

Approach	EB	WB	SE
HCM Control Delay, s	0.2	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	999	-	-	-	664
HCM Lane V/C Ratio	0.002	-	-	-	0.327
HCM Control Delay (s)	8.6	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.4

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	1	84	102	206	223	0
Future Vol, veh/h	1	84	102	206	223	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	3	2	4	7	0
Mvmt Flow	1	91	111	224	242	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	335	0	-	0	316	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	93	-
Critical Hdwy	5.1	-	-	-	6.47	6.2
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	3.1	-	-	-	3.563	3.3
Pot Cap-1 Maneuver	832	-	-	-	667	822
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	918	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	832	-	-	-	666	822
Mov Cap-2 Maneuver	-	-	-	-	666	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	918	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	832	-	-	-	666
HCM Lane V/C Ratio	0.001	-	-	-	0.364
HCM Control Delay (s)	9.3	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	2	597	103	282	201	1
Future Vol, veh/h	2	597	103	282	201	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	1	1	5	3	0
Mvmt Flow	2	649	112	307	218	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	419	0	-	0	919	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	653	-
Critical Hdwy	4.6	-	-	-	6.43	6.2
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.65	-	-	-	3.527	3.3
Pot Cap-1 Maneuver	924	-	-	-	300	778
Stage 1	-	-	-	-	776	-
Stage 2	-	-	-	-	516	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	924	-	-	-	299	778
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	774	-
Stage 2	-	-	-	-	516	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	43.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	924	-	-	-	300
HCM Lane V/C Ratio	0.002	-	-	-	0.732
HCM Control Delay (s)	8.9	0	-	-	43.8
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	5.3

Intersection	
Intersection Delay, s/veh	4.8
Intersection LOS	A

Approach	EB	WB	SE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	92	335	242
Demand Flow Rate, veh/h	96	346	259
Vehicles Circulating, veh/h	259	2	113
Vehicles Exiting, veh/h	113	353	235
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.3	4.9	5.0
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	96	346	259
Cap Entry Lane, veh/h	1060	1377	1230
Entry HV Adj Factor	0.961	0.968	0.934
Flow Entry, veh/h	92	335	242
Cap Entry, veh/h	1018	1332	1149
V/C Ratio	0.091	0.251	0.211
Control Delay, s/veh	4.3	4.9	5.0
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	EB	WB	SE
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	651	419	219
Demand Flow Rate, veh/h	658	435	226
Vehicles Circulating, veh/h	225	3	113
Vehicles Exiting, veh/h	114	880	325
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	11.2	5.6	4.6
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	658	435	226
Cap Entry Lane, veh/h	1097	1376	1230
Entry HV Adj Factor	0.989	0.963	0.969
Flow Entry, veh/h	651	419	219
Cap Entry, veh/h	1084	1325	1192
V/C Ratio	0.600	0.316	0.184
Control Delay, s/veh	11.2	5.6	4.6
LOS	B	A	A
95th %tile Queue, veh	4	1	1

Intersection	
Int Delay, s/veh	1.9

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	63	94	40	97	21	7
Future Vol, veh/h	63	94	40	97	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	6	10	5	10	5
Mvmt Flow	68	102	43	105	23	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	170	0	310	119
Stage 1	-	-	-	-	119	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.2	-	6.5	6.25
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.345
Pot Cap-1 Maneuver	-	-	1360	-	666	925
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	643	925
Mov Cap-2 Maneuver	-	-	-	-	643	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	795	-

Approach	SE	NW	NE
HCM Control Delay, s	0	2.3	10.4
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	696	1360	-	-	-
HCM Lane V/C Ratio	0.044	0.032	-	-	-
HCM Control Delay (s)	10.4	7.7	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	106	29	29	114	88	67
Future Vol, veh/h	106	29	29	114	88	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	21	21	15	11	15
Mvmt Flow	115	32	32	124	96	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	147	0	319	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.31	-	6.51	6.35
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.389	-	3.599	3.435
Pot Cap-1 Maneuver	-	-	1326	-	656	885
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1326	-	639	885
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	873	-
Stage 2	-	-	-	-	802	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1.6	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	726	1326	-	-	-
HCM Lane V/C Ratio	0.232	0.024	-	-	-
HCM Control Delay (s)	11.5	7.8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.9	0.1	-	-	-

Intersection	
Int Delay, s/veh	2

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	163	108	65	108	24	14
Future Vol, veh/h	163	108	65	108	24	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	5	6	5	9	2
Mvmt Flow	177	117	71	117	26	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	495	236
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.16	-	6.49	6.22
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.254	-	3.581	3.318
Pot Cap-1 Maneuver	-	-	1245	-	522	803
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	768	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1245	-	490	803
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	787	-
Stage 2	-	-	-	-	721	-

Approach	SE	NW	NE
HCM Control Delay, s	0	3	11.8
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	572	1245	-	-	-
HCM Lane V/C Ratio	0.072	0.057	-	-	-
HCM Control Delay (s)	11.8	8.1	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.2	-	-	-

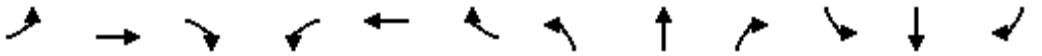
Intersection	
Int Delay, s/veh	5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	189	35	45	331	109	99
Future Vol, veh/h	189	35	45	331	109	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	11	17	14	9	9	10
Mvmt Flow	205	38	49	360	118	108

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	682	224
Stage 1	-	-	-	-	224	-
Stage 2	-	-	-	-	458	-
Critical Hdwy	-	-	4.24	-	6.49	6.3
Critical Hdwy Stg 1	-	-	-	-	5.49	-
Critical Hdwy Stg 2	-	-	-	-	5.49	-
Follow-up Hdwy	-	-	2.326	-	3.581	3.39
Pot Cap-1 Maneuver	-	-	1256	-	405	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	385	796
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	592	-

Approach	SE	NW	NE
HCM Control Delay, s	0	1	17.6
HCM LOS			C

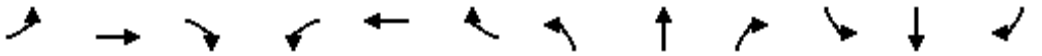
Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	510	1256	-	-	-
HCM Lane V/C Ratio	0.443	0.039	-	-	-
HCM Control Delay (s)	17.6	8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2.2	0.1	-	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	132	2	272	100	280	0	0	684	57
Future Volume (veh/h)	0	0	0	132	2	272	100	280	0	0	684	57
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1781	1900	1781	1278	1826	0	0	1826	1826
Adj Flow Rate, veh/h				143	2	296	109	304	0	0	743	62
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				8	0	8	42	5	0	0	5	5
Cap, veh/h				412	6	349	367	1966	0	0	1218	102
Arrive On Green				0.23	0.23	0.23	0.11	0.57	0.00	0.00	0.38	0.38
Sat Flow, veh/h				1786	25	1510	1217	3561	0	0	3333	270
Grp Volume(v), veh/h				145	0	296	109	304	0	0	397	408
Grp Sat Flow(s),veh/h/ln				1811	0	1510	1217	1735	0	0	1735	1777
Q Serve(g_s), s				3.3	0.0	9.3	2.3	2.1	0.0	0.0	9.2	9.2
Cycle Q Clear(g_c), s				3.3	0.0	9.3	2.3	2.1	0.0	0.0	9.2	9.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		0.15
Lane Grp Cap(c), veh/h				418	0	349	367	1966	0	0	652	668
V/C Ratio(X)				0.35	0.00	0.85	0.30	0.15	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h				440	0	367	406	1966	0	0	652	668
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				15.9	0.0	18.2	7.7	5.1	0.0	0.0	12.5	12.5
Incr Delay (d2), s/veh				0.5	0.0	16.4	0.4	0.2	0.0	0.0	4.2	4.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	4.4	0.5	0.6	0.0	0.0	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				16.4	0.0	34.5	8.2	5.2	0.0	0.0	16.7	16.6
LnGrp LOS				B	A	C	A	A	A	A	B	B
Approach Vol, veh/h					441			413			805	
Approach Delay, s/veh					28.6			6.0			16.7	
Approach LOS					C			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		33.0			9.4	23.6		16.4				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		28.0			7.0	17.0		12.0				
Max Q Clear Time (g_c+I1), s		4.1			4.3	11.2		11.3				
Green Ext Time (p_c), s		2.0			0.1	2.5		0.2				

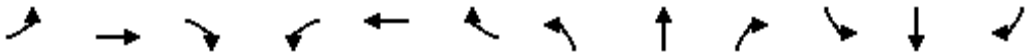
Intersection Summary												
HCM 6th Ctrl Delay			17.2									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	124	0	403	124	315	0	0	554	99
Future Volume (veh/h)	0	0	0	124	0	403	124	315	0	0	554	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	1900	1885	1633	1856	0	0	1870	1870
Adj Flow Rate, veh/h				135	0	438	135	342	0	0	602	108
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				1	0	1	18	3	0	0	2	2
Cap, veh/h				507	0	447	426	1833	0	0	968	173
Arrive On Green				0.28	0.00	0.28	0.12	0.52	0.00	0.00	0.32	0.32
Sat Flow, veh/h				1810	0	1598	1555	3618	0	0	3105	539
Grp Volume(v), veh/h				135	0	438	135	342	0	0	355	355
Grp Sat Flow(s),veh/h/ln				1810	0	1598	1555	1763	0	0	1777	1773
Q Serve(g_s), s				2.9	0.0	13.6	2.5	2.6	0.0	0.0	8.5	8.5
Cycle Q Clear(g_c), s				2.9	0.0	13.6	2.5	2.6	0.0	0.0	8.5	8.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.30
Lane Grp Cap(c), veh/h				507	0	447	426	1833	0	0	571	570
V/C Ratio(X)				0.27	0.00	0.98	0.32	0.19	0.00	0.00	0.62	0.62
Avail Cap(c_a), veh/h				507	0	447	460	1833	0	0	571	570
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.0	0.0	17.9	8.8	6.4	0.0	0.0	14.4	14.4
Incr Delay (d2), s/veh				0.3	0.0	37.0	0.4	0.2	0.0	0.0	5.0	5.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.1	0.0	8.9	0.7	0.8	0.0	0.0	3.7	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				14.3	0.0	54.8	9.2	6.6	0.0	0.0	19.4	19.5
LnGrp LOS				B	A	D	A	A	A	A	B	B
Approach Vol, veh/h					573			477			710	
Approach Delay, s/veh					45.3			7.3			19.4	
Approach LOS					D			A			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		31.0			9.9	21.1		19.0				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		26.0			7.0	15.0		14.0				
Max Q Clear Time (g_c+I1), s		4.6			4.5	10.5		15.6				
Green Ext Time (p_c), s		2.2			0.1	1.8		0.0				

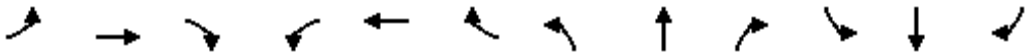
Intersection Summary												
HCM 6th Ctrl Delay			24.6									
HCM 6th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	992	2	273	293	363	0	0	1189	57
Future Volume (veh/h)	0	0	0	992	2	273	293	363	0	0	1189	57
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1900	1781	1693	1841	0	0	1856	1737
Adj Flow Rate, veh/h				1078	2	297	318	395	0	0	1292	62
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	0	8	14	4	0	0	3	11
Cap, veh/h				813	2	679	233	1574	0	0	1062	51
Arrive On Green				0.45	0.45	0.45	0.10	0.45	0.00	0.00	0.31	0.31
Sat Flow, veh/h				1806	3	1510	1612	3589	0	0	3517	164
Grp Volume(v), veh/h				1080	0	297	318	395	0	0	664	690
Grp Sat Flow(s),veh/h/ln				1810	0	1510	1612	1749	0	0	1763	1826
Q Serve(g_s), s				45.0	0.0	13.5	10.0	7.0	0.0	0.0	31.0	31.0
Cycle Q Clear(g_c), s				45.0	0.0	13.5	10.0	7.0	0.0	0.0	31.0	31.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.09
Lane Grp Cap(c), veh/h				814	0	679	233	1574	0	0	546	566
V/C Ratio(X)				1.33	0.00	0.44	1.36	0.25	0.00	0.00	1.22	1.22
Avail Cap(c_a), veh/h				814	0	679	233	1574	0	0	546	566
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.5	0.0	18.8	25.9	17.1	0.0	0.0	34.5	34.5
Incr Delay (d2), s/veh				155.3	0.0	0.4	188.8	0.4	0.0	0.0	112.9	113.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				53.5	0.0	4.7	15.7	2.8	0.0	0.0	30.0	31.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				182.8	0.0	19.3	214.6	17.4	0.0	0.0	147.4	148.2
LnGrp LOS				F	A	B	F	B	A	A	F	F
Approach Vol, veh/h					1377			713			1354	
Approach Delay, s/veh					147.5			105.4			147.8	
Approach LOS					F			F			F	

Timer - Assigned Phs	2		5	6		8				
Phs Duration (G+Y+Rc), s	50.0		14.0	36.0		50.0				
Change Period (Y+Rc), s	5.0		4.0	5.0		5.0				
Max Green Setting (Gmax), s	45.0		10.0	31.0		45.0				
Max Q Clear Time (g_c+I1), s	9.0		12.0	33.0		47.0				
Green Ext Time (p_c), s	2.9		0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	138.9	
HCM 6th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	809	0	414	563	1498	0	0	1038	99
Future Volume (veh/h)	0	0	0	809	0	414	563	1498	0	0	1038	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1841	1885	0	0	1885	1856
Adj Flow Rate, veh/h				879	0	450	612	1628	0	0	1128	108
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				5	0	1	4	1	0	0	1	3
Cap, veh/h				670	0	591	423	1898	0	0	958	92
Arrive On Green				0.37	0.00	0.37	0.20	0.53	0.00	0.00	0.29	0.29
Sat Flow, veh/h				1810	0	1598	1753	3676	0	0	3398	316
Grp Volume(v), veh/h				879	0	450	612	1628	0	0	611	625
Grp Sat Flow(s),veh/h/ln				1810	0	1598	1753	1791	0	0	1791	1828
Q Serve(g_s), s				37.0	0.0	24.7	20.0	39.2	0.0	0.0	29.0	29.0
Cycle Q Clear(g_c), s				37.0	0.0	24.7	20.0	39.2	0.0	0.0	29.0	29.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				670	0	591	423	1898	0	0	519	530
V/C Ratio(X)				1.31	0.00	0.76	1.45	0.86	0.00	0.00	1.18	1.18
Avail Cap(c_a), veh/h				670	0	591	423	1898	0	0	519	530
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.5	0.0	27.6	29.9	20.2	0.0	0.0	35.5	35.5
Incr Delay (d2), s/veh				151.3	0.0	5.8	214.6	5.3	0.0	0.0	98.0	98.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				43.6	0.0	10.1	35.3	16.5	0.0	0.0	26.5	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				182.8	0.0	33.4	244.5	25.5	0.0	0.0	133.5	134.2
LnGrp LOS				F	A	C	F	C	A	A	F	F
Approach Vol, veh/h					1329			2240			1236	
Approach Delay, s/veh					132.2			85.4			133.9	
Approach LOS					F			F			F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		58.0			24.0	34.0		42.0				
Change Period (Y+Rc), s		5.0			4.0	5.0		5.0				
Max Green Setting (Gmax), s		53.0			20.0	29.0		37.0				
Max Q Clear Time (g_c+I1), s		41.2			22.0	31.0		39.0				
Green Ext Time (p_c), s		8.6			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			110.8									
HCM 6th LOS			F									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	992	2	273	293	363	0	0	1189	57
Future Volume (veh/h)	0	0	0	992	2	273	293	363	0	0	1189	57
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	1900	1781	1693	1841	0	0	1856	1737
Adj Flow Rate, veh/h				1171	0	199	318	395	0	0	1292	62
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				3	0	8	14	4	0	0	3	11
Cap, veh/h				1487	0	423	381	2091	0	0	1464	611
Arrive On Green				0.28	0.00	0.28	0.12	0.60	0.00	0.00	0.42	0.42
Sat Flow, veh/h				5302	0	1510	3127	3589	0	0	3618	1472
Grp Volume(v), veh/h				1171	0	199	318	395	0	0	1292	62
Grp Sat Flow(s),veh/h/ln				1767	0	1510	1564	1749	0	0	1763	1472
Q Serve(g_s), s				16.8	0.0	9.0	8.2	4.2	0.0	0.0	27.8	2.1
Cycle Q Clear(g_c), s				16.8	0.0	9.0	8.2	4.2	0.0	0.0	27.8	2.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1487	0	423	381	2091	0	0	1464	611
V/C Ratio(X)				0.79	0.00	0.47	0.84	0.19	0.00	0.00	0.88	0.10
Avail Cap(c_a), veh/h				1872	0	533	381	2172	0	0	1545	645
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				27.3	0.0	24.5	35.3	7.5	0.0	0.0	22.2	14.7
Incr Delay (d2), s/veh				1.8	0.0	0.8	14.8	0.0	0.0	0.0	6.2	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
%ile BackOfQ(50%),veh/ln				7.0	0.0	3.2	3.8	1.4	0.0	0.0	11.9	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.1	0.0	25.3	50.1	7.5	0.0	0.0	28.3	14.7
LnGrp LOS				C	A	C	D	A	A	A	C	B
Approach Vol, veh/h					1370			713			1354	
Approach Delay, s/veh					28.6			26.5			27.7	
Approach LOS					C			C			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	54.1		15.0	39.1		28.0
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0
Max Green Setting (Gmax), s	51.0		10.0	36.0		29.0
Max Q Clear Time (g_c+I1), s	6.2		10.2	29.8		18.8
Green Ext Time (p_c), s	2.9		0.0	4.3		4.3

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	809	0	414	563	1498	0	0	1038	99
Future Volume (veh/h)	0	0	0	809	0	414	563	1498	0	0	1038	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1826	1900	1885	1841	1885	0	0	1885	1856
Adj Flow Rate, veh/h				1007	0	313	612	1628	0	0	1128	108
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				5	0	1	4	1	0	0	1	3
Cap, veh/h				1279	0	392	711	2288	0	0	1331	584
Arrive On Green				0.25	0.00	0.25	0.21	0.64	0.00	0.00	0.37	0.37
Sat Flow, veh/h				5217	0	1598	3401	3676	0	0	3676	1572
Grp Volume(v), veh/h				1007	0	313	612	1628	0	0	1128	108
Grp Sat Flow(s),veh/h/ln				1739	0	1598	1700	1791	0	0	1791	1572
Q Serve(g_s), s				15.5	0.0	15.8	14.9	25.9	0.0	0.0	24.9	4.0
Cycle Q Clear(g_c), s				15.5	0.0	15.8	14.9	25.9	0.0	0.0	24.9	4.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				1279	0	392	711	2288	0	0	1331	584
V/C Ratio(X)				0.79	0.00	0.80	0.86	0.71	0.00	0.00	0.85	0.18
Avail Cap(c_a), veh/h				1515	0	464	711	2288	0	0	1331	584
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				30.4	0.0	30.5	32.8	10.3	0.0	0.0	24.8	18.3
Incr Delay (d2), s/veh				2.4	0.0	8.2	10.5	1.9	0.0	0.0	6.8	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.6	0.0	6.8	7.0	9.2	0.0	0.0	11.3	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				32.8	0.0	38.7	43.3	12.2	0.0	0.0	31.6	18.9
LnGrp LOS				C	A	D	D	B	A	A	C	B
Approach Vol, veh/h					1320			2240			1236	
Approach Delay, s/veh					34.2			20.7			30.5	
Approach LOS					C			C			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	60.0		23.0	37.0		26.1
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0
Max Green Setting (Gmax), s	55.0		18.0	32.0		25.0
Max Q Clear Time (g_c+I1), s	27.9		16.9	26.9		17.8
Green Ext Time (p_c), s	15.5		0.3	3.4		3.3

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	16.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	331	179	538	298	0	26	2	115	0	0	0
Future Vol, veh/h	0	331	179	538	298	0	26	2	115	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	16	25	4	11	0	4	0	27	0	0	0
Mvmt Flow	0	360	195	585	324	0	28	2	125	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	555	0	0	1674	2049	162
Stage 1	-	-	-	-	-	-	1494	1494	-
Stage 2	-	-	-	-	-	-	180	555	-
Critical Hdwy	-	-	-	4.18	-	-	6.88	6.5	7.44
Critical Hdwy Stg 1	-	-	-	-	-	-	5.88	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.88	5.5	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.54	4	3.57
Pot Cap-1 Maneuver	0	-	-	998	-	0	85	56	781
Stage 1	0	-	-	-	-	0	169	188	-
Stage 2	0	-	-	-	-	0	827	516	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	998	-	-	35	0	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	0	-
Stage 1	-	-	-	-	-	-	169	0	-
Stage 2	-	-	-	-	-	-	342	0	-

Approach	NB	SB	SE
HCM Control Delay, s	0	8.7	124.6
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SELn1	SBL	SBT
Capacity (veh/h)	-	-	158	998	-
HCM Lane V/C Ratio	-	-	0.984	0.586	-
HCM Control Delay (s)	-	-	124.6	13.6	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	7.5	3.9	-

Intersection	
Int Delay, s/veh	10.9

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	371	200	307	377	0	56	0	151	0	0	0
Future Vol, veh/h	0	371	200	307	377	0	56	0	151	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	9	24	3	14	0	5	0	27	0	0	0
Mvmt Flow	0	403	217	334	410	0	61	0	164	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	620	0	0	1280	1698	205
Stage 1	-	-	-	-	-	-	1078	1078	-
Stage 2	-	-	-	-	-	-	202	620	-
Critical Hdwy	-	-	-	4.16	-	-	6.9	6.5	7.44
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	-	-	-	2.23	-	-	3.55	4	3.57
Pot Cap-1 Maneuver	0	-	-	950	-	0	154	93	730
Stage 1	0	-	-	-	-	0	281	297	-
Stage 2	0	-	-	-	-	0	803	483	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	950	-	-	100	0	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	100	0	-
Stage 1	-	-	-	-	-	-	281	0	-
Stage 2	-	-	-	-	-	-	520	0	-

Approach	NB	SB	SE
HCM Control Delay, s	0	4.9	60.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SELn1	SBL	SBT
Capacity (veh/h)	-	-	270	950	-
HCM Lane V/C Ratio	-	-	0.833	0.351	-
HCM Control Delay (s)	-	-	60.9	10.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	6.8	1.6	-

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	331	179	538	298	0	26	2	115	0	0	0
Future Volume (veh/h)	0	331	179	538	298	0	26	2	115	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1663	1530	1841	1737	0	1841	1900	1500			
Adj Flow Rate, veh/h	0	360	195	585	324	0	28	2	125			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	16	25	4	11	0	4	0	27			
Cap, veh/h	0	1532	816	687	2540	0	34	2	150			
Arrive On Green	0.00	0.77	0.77	0.77	0.77	0.00	0.11	0.11	0.11			
Sat Flow, veh/h	0	2074	1060	840	3387	0	297	21	1328			
Grp Volume(v), veh/h	0	284	271	585	324	0	155	0	0			
Grp Sat Flow(s),veh/h/ln	0	1580	1472	840	1650	0	1646	0	0			
Q Serve(g_s), s	0.0	4.3	4.4	55.1	2.1	0.0	7.8	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	4.3	4.4	59.5	2.1	0.0	7.8	0.0	0.0			
Prop In Lane	0.00		0.72	1.00		0.00	0.18		0.81			
Lane Grp Cap(c), veh/h	0	1216	1133	687	2540	0	186	0	0			
V/C Ratio(X)	0.00	0.23	0.24	0.85	0.13	0.00	0.83	0.00	0.00			
Avail Cap(c_a), veh/h	0	1300	1211	732	2715	0	193	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	2.8	2.8	11.2	2.5	0.0	37.0	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.1	0.1	9.0	0.0	0.0	25.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.9	9.1	0.5	0.0	4.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	2.9	2.9	20.2	2.5	0.0	62.1	0.0	0.0			
LnGrp LOS	A	A	A	C	A	A	E	A	A			
Approach Vol, veh/h		555			909			155				
Approach Delay, s/veh		2.9			13.9			62.1				
Approach LOS		A			B			E				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	70.5	14.6	70.5
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	70.0	10.0	70.0
Max Q Clear Time (g_c+I1), s	6.4	9.8	61.5
Green Ext Time (p_c), s	4.1	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	371	200	307	377	0	56	0	151	0	0	0
Future Volume (veh/h)	0	371	200	307	377	0	56	0	151	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1767	1544	1856	1693	0	1826	1900	1500			
Adj Flow Rate, veh/h	0	403	217	334	410	0	61	0	164			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	9	24	3	14	0	5	0	27			
Cap, veh/h	0	1277	679	567	1940	0	77	0	208			
Arrive On Green	0.00	0.60	0.60	0.60	0.60	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	2205	1126	797	3300	0	450	0	1210			
Grp Volume(v), veh/h	0	319	301	334	410	0	225	0	0			
Grp Sat Flow(s),veh/h/ln	0	1678	1564	797	1608	0	1660	0	0			
Q Serve(g_s), s	0.0	4.1	4.2	15.8	2.6	0.0	5.8	0.0	0.0			
Cycle Q Clear(g_c), s	0.0	4.1	4.2	20.0	2.6	0.0	5.8	0.0	0.0			
Prop In Lane	0.00		0.72	1.00		0.00	0.27		0.73			
Lane Grp Cap(c), veh/h	0	1013	944	567	1940	0	285	0	0			
V/C Ratio(X)	0.00	0.31	0.32	0.59	0.21	0.00	0.79	0.00	0.00			
Avail Cap(c_a), veh/h	0	1471	1371	785	2819	0	410	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	0.0	4.3	4.3	9.2	4.0	0.0	17.6	0.0	0.0			
Incr Delay (d2), s/veh	0.0	0.2	0.2	1.0	0.1	0.0	6.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.8	0.8	2.0	0.5	0.0	2.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	4.5	4.5	10.2	4.1	0.0	24.1	0.0	0.0			
LnGrp LOS	A	A	A	B	A	A	C	A	A			
Approach Vol, veh/h		620			744			225				
Approach Delay, s/veh		4.5			6.8			24.1				
Approach LOS		A			A			C				

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	31.8	12.6	31.8
Change Period (Y+Rc), s	5.0	5.0	5.0
Max Green Setting (Gmax), s	39.0	11.0	39.0
Max Q Clear Time (g_c+I1), s	6.2	7.8	22.0
Green Ext Time (p_c), s	4.4	0.4	4.9

Intersection Summary	
HCM 6th Ctrl Delay	8.4
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	82.1

Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	607	484	553	1647	0	26	2	494	0	0	0
Future Vol, veh/h	0	607	484	553	1647	0	26	2	494	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	9	9	4	2	0	4	0	6	0	0	0
Mvmt Flow	0	660	526	601	1790	0	28	2	537	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	1186	0	0	3322	4178	895
Stage 1	-	-	-	-	-	-	2992	2992	-
Stage 2	-	-	-	-	-	-	330	1186	-
Critical Hdwy	-	-	-	4.18	-	-	6.88	6.5	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	5.88	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.88	5.5	-
Follow-up Hdwy	-	-	-	2.24	-	-	3.54	4	3.36
Pot Cap-1 Maneuver	0	-	-	~ 573	-	0	~ 6	~ 2	~ 276
Stage 1	0	-	-	-	-	0	~ 24	32	-
Stage 2	0	-	-	-	-	0	695	265	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	~ 573	-	-	0	0	~ 276
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 24	0	-
Stage 2	-	-	-	-	-	-	0	0	-

Approach	NB	SB	SE
HCM Control Delay, s	0	19.6	$ 517.3
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SELn1	SBL	SBT
Capacity (veh/h)	-	-	276	~ 573	-
HCM Lane V/C Ratio	-	-	2.056	1.049	-
HCM Control Delay (s)	-	-	$ 517.3	77.9	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	41.5	16.9	-

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

Intersection	
Int Delay, s/veh	124.5

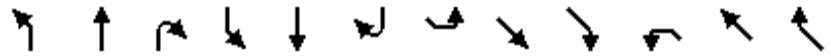
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Vol, veh/h	0	1993	1065	307	1546	0	56	0	450	0	0	0
Future Vol, veh/h	0	1993	1065	307	1546	0	56	0	450	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	4	3	3	0	5	0	9	0	0	0
Mvmt Flow	0	2166	1158	334	1680	0	61	0	489	0	0	0

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	3324	0	0	3431	5672	840
Stage 1	-	-	-	-	-	-	2348	2348	-
Stage 2	-	-	-	-	-	-	1083	3324	-
Critical Hdwy	-	-	-	4.16	-	-	6.9	6.5	7.08
Critical Hdwy Stg 1	-	-	-	-	-	-	5.9	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.9	5.5	-
Follow-up Hdwy	-	-	-	2.23	-	-	3.55	4	3.39
Pot Cap-1 Maneuver	0	-	-	~ 82	-	0	~ 5	0	~ 295
Stage 1	0	-	-	-	-	0	~ 56	70	-
Stage 2	0	-	-	-	-	0	280	21	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	~ 82	-	-	0	0	~ 295
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-
Stage 1	-	-	-	-	-	-	~ 56	0	-
Stage 2	-	-	-	-	-	-	0	0	-

Approach	NB	SB	SE
HCM Control Delay, s	0	246.2	$ 430.9
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	SELn1	SBL	SBT
Capacity (veh/h)	-	-	295	~ 82	-
HCM Lane V/C Ratio	-	-	1.864	4.069	-
HCM Control Delay (s)	-	-	$ 430.9	$ 1486.1	-
HCM Lane LOS	-	-	F	F	-
HCM 95th %tile Q(veh)	-	-	37.4	35	-

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



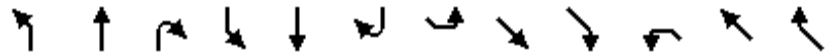
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	607	484	553	1647	0	26	2	494	0	0	0
Future Volume (veh/h)	0	607	484	553	1647	0	26	2	494	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1767	1767	1841	1870	0	1841	1900	1811			
Adj Flow Rate, veh/h	0	660	526	601	1790	0	28	0	538			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	9	9	4	2	0	4	0	6			
Cap, veh/h	0	1222	960	743	2306	0	383	0	671			
Arrive On Green	0.00	0.36	0.36	0.22	0.65	0.00	0.22	0.00	0.22			
Sat Flow, veh/h	0	3445	2635	3401	3647	0	1753	0	3070			
Grp Volume(v), veh/h	0	660	526	601	1790	0	28	0	538			
Grp Sat Flow(s),veh/h/ln	0	1678	1317	1700	1777	0	1753	0	1535			
Q Serve(g_s), s	0.0	11.7	12.0	12.7	26.9	0.0	1.0	0.0	12.5			
Cycle Q Clear(g_c), s	0.0	11.7	12.0	12.7	26.9	0.0	1.0	0.0	12.5			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1222	960	743	2306	0	383	0	671			
V/C Ratio(X)	0.00	0.54	0.55	0.81	0.78	0.00	0.07	0.00	0.80			
Avail Cap(c_a), veh/h	0	1423	1117	1172	2967	0	627	0	1098			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	19.0	19.1	28.0	9.4	0.0	23.4	0.0	27.9			
Incr Delay (d2), s/veh	0.0	0.4	0.5	2.4	1.0	0.0	0.1	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.4	3.5	5.2	8.4	0.0	0.4	0.0	4.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	19.4	19.5	30.3	10.4	0.0	23.5	0.0	30.2			
LnGrp LOS	A	B	B	C	B	A	C	A	C			
Approach Vol, veh/h		1186			2391			566				
Approach Delay, s/veh		19.4			15.4			29.9				
Approach LOS		B			B			C				

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	21.5	32.5		21.5		54.0			
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0			
Max Green Setting (Gmax), s	26.3	32.0		27.0		63.0			
Max Q Clear Time (g_c+I1), s	14.7	14.0		14.5		28.9			
Green Ext Time (p_c), s	1.8	6.7		2.0		20.1			

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

Notes

User approved volume balancing among the lanes for turning movement.



Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	0	1993	1065	307	1546	0	56	0	450	0	0	0
Future Volume (veh/h)	0	1993	1065	307	1546	0	56	0	450	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1841	1856	1856	0	1826	1900	1767			
Adj Flow Rate, veh/h	0	2166	1158	334	1680	0	61	0	489			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	4	3	3	0	5	0	9			
Cap, veh/h	0	2187	1690	343	2658	0	294	0	507			
Arrive On Green	0.00	0.62	0.62	0.10	0.75	0.00	0.17	0.00	0.17			
Sat Flow, veh/h	0	3647	2745	3428	3618	0	1739	0	2994			
Grp Volume(v), veh/h	0	2166	1158	334	1680	0	61	0	489			
Grp Sat Flow(s),veh/h/ln	0	1777	1373	1714	1763	0	1739	0	1497			
Q Serve(g_s), s	0.0	78.0	36.5	12.6	29.1	0.0	3.9	0.0	21.1			
Cycle Q Clear(g_c), s	0.0	78.0	36.5	12.6	29.1	0.0	3.9	0.0	21.1			
Prop In Lane	0.00		1.00	1.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2187	1690	343	2658	0	294	0	507			
V/C Ratio(X)	0.00	0.99	0.69	0.97	0.63	0.00	0.21	0.00	0.97			
Avail Cap(c_a), veh/h	0	2187	1690	343	2658	0	294	0	507			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	24.6	16.6	58.3	7.5	0.0	46.5	0.0	53.6			
Incr Delay (d2), s/veh	0.0	17.0	1.2	41.6	0.5	0.0	0.3	0.0	31.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	35.7	11.3	7.5	9.8	0.0	1.7	0.0	10.1			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.6	17.8	99.9	8.0	0.0	46.8	0.0	84.7			
LnGrp LOS	A	D	B	F	A	A	D	A	F			
Approach Vol, veh/h		3324			2014			550				
Approach Delay, s/veh		33.3			23.3			80.5				
Approach LOS		C			C			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	18.0	85.0		27.0		103.0						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	13.0	80.0		22.0		98.0						
Max Q Clear Time (g_c+I1), s	14.6	80.0		23.1		31.1						
Green Ext Time (p_c), s	0.0	0.0		0.0		24.3						

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Intersection Delay, s/veh	4.6
Intersection LOS	A

Approach	NB	SB	NW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	116	321	200
Demand Flow Rate, veh/h	127	335	217
Vehicles Circulating, veh/h	54	13	105
Vehicles Exiting, veh/h	294	309	54
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.9	4.7
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609
Critical Headway, s	4.976	22	4.976	4.976
Entry Flow, veh/h	105	1306	335	217
Cap Entry Lane, veh/h	1306	0.926	1362	1240
Entry HV Adj Factor	0.917	20	0.959	0.922
Flow Entry, veh/h	96	1209	321	200
Cap Entry, veh/h	1198	0.017	1306	1143
V/C Ratio	0.080	3.1	0.246	0.175
Control Delay, s/veh	3.7	A	4.9	4.7
LOS	A	0	A	A
95th %tile Queue, veh	0		1	1

Intersection	
Intersection Delay, s/veh	5.2
Intersection LOS	A

Approach	NB	SB	NW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	130	274	396
Demand Flow Rate, veh/h	136	283	406
Vehicles Circulating, veh/h	65	18	123
Vehicles Exiting, veh/h	236	511	65
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.6	4.5	6.2
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609
Critical Headway, s	4.976	13	4.976	4.976
Entry Flow, veh/h	123	1291	283	406
Cap Entry Lane, veh/h	1291	0.917	1355	1217
Entry HV Adj Factor	0.962	12	0.967	0.975
Flow Entry, veh/h	118	1185	274	396
Cap Entry, veh/h	1242	0.010	1310	1187
V/C Ratio	0.095	3.1	0.209	0.334
Control Delay, s/veh	3.7	A	4.5	6.2
LOS	A	0	A	A
95th %tile Queue, veh	0		1	1

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Approach	NB	SB	NW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	109	798	347
Demand Flow Rate, veh/h	119	814	362
Vehicles Circulating, veh/h	412	13	105
Vehicles Exiting, veh/h	415	454	412
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.4	9.6	5.7
Approach LOS	A	A	A

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609
Critical Headway, s	4.976	14	4.976	4.976
Entry Flow, veh/h	105	906	814	362
Cap Entry Lane, veh/h	906	0.926	1362	1240
Entry HV Adj Factor	0.917	13	0.981	0.959
Flow Entry, veh/h	96	839	798	347
Cap Entry, veh/h	832	0.015	1335	1188
V/C Ratio	0.116	4.4	0.598	0.292
Control Delay, s/veh	5.5	A	9.6	5.7
LOS	A	0	A	A
95th %tile Queue, veh	0		4	1

Intersection	
Intersection Delay, s/veh	16.0
Intersection LOS	C

Approach	NB	SB	NW
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	130	453	1039
Demand Flow Rate, veh/h	136	462	1045
Vehicles Circulating, veh/h	182	18	123
Vehicles Exiting, veh/h	298	1150	182
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.1	5.8	21.9
Approach LOS	A	A	C

Lane	Left	Bypass	Left	Left
Designated Moves	T	R	LT	LR
Assumed Moves	T	R	LT	LR
RT Channelized		Yield		
Lane Util	1.000		1.000	1.000
Follow-Up Headway, s	2.609		2.609	2.609
Critical Headway, s	4.976	13	4.976	4.976
Entry Flow, veh/h	123	1146	462	1045
Cap Entry Lane, veh/h	1146	0.917	1355	1217
Entry HV Adj Factor	0.962	12	0.979	0.994
Flow Entry, veh/h	118	1051	453	1039
Cap Entry, veh/h	1102	0.011	1327	1210
V/C Ratio	0.107	3.5	0.341	0.859
Control Delay, s/veh	4.2	A	5.8	21.9
LOS	A	0	A	C
95th %tile Queue, veh	0		2	12

Intersection	
Intersection Delay, s/veh	8.0
Intersection LOS	A

Approach	NB	SB	NE
Entry Lanes	2	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	347	798	109
Demand Flow Rate, veh/h	362	814	119
Vehicles Circulating, veh/h	105	13	412
Vehicles Exiting, veh/h	412	454	415
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	9.6	5.4
Approach LOS	A	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	TR	TR	L	R
Assumed Moves	L	TR	TR	L	R
RT Channelized					Yield
Lane Util	0.036	0.964	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.976	4.976	14
Entry Flow, veh/h	13	349	814	105	906
Cap Entry Lane, veh/h	1291	1291	1362	906	0.926
Entry HV Adj Factor	0.846	0.962	0.980	0.914	13
Flow Entry, veh/h	11	336	798	96	839
Cap Entry, veh/h	1092	1241	1335	829	0.015
V/C Ratio	0.010	0.270	0.598	0.116	4.4
Control Delay, s/veh	3.4	5.3	9.6	5.5	A
LOS	A	A	A	A	0
95th %tile Queue, veh	0	1	4	0	

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Approach	NB	SB	NE
Entry Lanes	2	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1039	453	130
Demand Flow Rate, veh/h	1045	462	136
Vehicles Circulating, veh/h	123	18	182
Vehicles Exiting, veh/h	182	1150	298
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	17.4	5.8	4.1
Approach LOS	C	A	A

Lane	Left	Right	Left	Left	Bypass
Designated Moves	L	TR	TR	L	R
Assumed Moves	L	TR	TR	L	R
RT Channelized					Yield
Lane Util	0.017	0.983	1.000	1.000	
Follow-Up Headway, s	2.535	2.535	2.609	2.609	
Critical Headway, s	4.544	4.544	4.976	4.976	13
Entry Flow, veh/h	18	1027	462	123	1146
Cap Entry Lane, veh/h	1270	1270	1355	1146	0.917
Entry HV Adj Factor	0.667	1.000	0.981	0.959	12
Flow Entry, veh/h	12	1027	453	118	1051
Cap Entry, veh/h	846	1270	1330	1099	0.011
V/C Ratio	0.014	0.809	0.341	0.107	3.5
Control Delay, s/veh	4.4	17.6	5.8	4.2	A
LOS	A	C	A	A	0
95th %tile Queue, veh	0	10	2	0	

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	91	20	55	272	133	264
Future Vol, veh/h	91	20	55	272	133	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	0	270	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	5	4	8	4	6
Mvmt Flow	99	22	60	296	145	287

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	705	289	432	0	-	0
Stage 1	289	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.5	6.25	4.14	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.345	2.236	-	-	-
Pot Cap-1 Maneuver	391	743	1117	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	370	743	1117	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	702	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	16.7	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	EBLn2	SWT	SWR
Capacity (veh/h)	1117	-	370	743	-	-
HCM Lane V/C Ratio	0.054	-	0.267	0.029	-	-
HCM Control Delay (s)	8.4	-	18.2	10	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.1	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	236	53	12	269	350	32
Future Vol, veh/h	236	53	12	269	350	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	270	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	8	42	4	6	44
Mvmt Flow	257	58	13	292	380	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	716	398	415	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.49	6.28	4.52	-	-	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.372	2.578	-	-	-
Pot Cap-1 Maneuver	387	639	959	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	382	639	959	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	722	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	27.9	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	EBLn2	SWT	SWR
Capacity (veh/h)	959	-	382	639	-	-
HCM Lane V/C Ratio	0.014	-	0.672	0.09	-	-
HCM Control Delay (s)	8.8	-	31.7	11.2	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0	-	4.7	0.3	-	-

Intersection	
Int Delay, s/veh	397.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	63	717	20	62	111	521	0	343	20
Future Vol, veh/h	0	0	0	63	717	20	62	111	521	0	343	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	0	0	13	11	0	0	4	20
Mvmt Flow	0	0	0	68	779	22	67	121	566	0	373	22

Major/Minor	Minor1		Major1				Major2			
Conflicting Flow All	922	933	404	395	0	0	687	0	0	
Stage 1	538	538	-	-	-	-	-	-	-	
Stage 2	384	395	-	-	-	-	-	-	-	
Critical Hdwy	6.6	6.5	6.2	4.23	-	-	4.1	-	-	
Critical Hdwy Stg 1	5.6	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.6	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.68	4	3.3	2.317	-	-	2.2	-	-	
Pot Cap-1 Maneuver	279	~ 268	651	1106	-	-	916	-	-	
Stage 1	551	~ 526	-	-	-	-	-	-	-	
Stage 2	651	~ 608	-	-	-	-	-	-	-	
Platoon blocked, %					-	-		-	-	
Mov Cap-1 Maneuver	249	0	651	1106	-	-	916	-	-	
Mov Cap-2 Maneuver	249	0	-	-	-	-	-	-	-	
Stage 1	491	0	-	-	-	-	-	-	-	
Stage 2	651	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	$ 921	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1106	-	-	293	916	-	-
HCM Lane V/C Ratio	0.061	-	-	2.968	-	-	-
HCM Control Delay (s)	8.5	0	-	$ 921	0	-	-
HCM Lane LOS	A	A	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	76.3	0	-	-

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

Intersection	
Int Delay, s/veh	565.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	47	776	7	84	110	745	4	269	69
Future Vol, veh/h	0	0	0	47	776	7	84	110	745	4	269	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	8	43	1	0	2	7	6	0	0	5	14
Mvmt Flow	0	0	0	51	843	8	91	120	810	4	292	75

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1045	1082	525	367	0	0	930	0	0
Stage 1	707	707	-	-	-	-	-	-	-
Stage 2	338	375	-	-	-	-	-	-	-
Critical Hdwy	6.41	6.5	6.22	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	5.41	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.41	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4	3.318	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	254	~ 219	552	1164	-	-	744	-	-
Stage 1	491	~ 441	-	-	-	-	-	-	-
Stage 2	725	~ 621	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	202	0	552	1164	-	-	744	-	-
Mov Cap-2 Maneuver	202	0	-	-	-	-	-	-	-
Stage 1	393	0	-	-	-	-	-	-	-
Stage 2	720	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1438	0.7	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1164	-	-	220	744	-	-
HCM Lane V/C Ratio	0.078	-	-	4.101	0.006	-	-
HCM Control Delay (s)	8.4	0	-	$ 1438	9.9	0	-
HCM Lane LOS	A	A	-	F	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	89.1	0	-	-

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

Intersection	
Intersection Delay, s/veh	17.5
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	869	754	395
Demand Flow Rate, veh/h	0	883	776	414
Vehicles Circulating, veh/h	470	210	0	937
Vehicles Exiting, veh/h	881	566	470	156
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	18.5	8.9	31.8
Approach LOS	-	C	A	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	883	776	414
Cap Entry Lane, veh/h	854	1114	1380	531
Entry HV Adj Factor	1.000	0.984	0.971	0.954
Flow Entry, veh/h	0	869	754	395
Cap Entry, veh/h	854	1096	1340	506
V/C Ratio	0.000	0.793	0.562	0.780
Control Delay, s/veh	4.2	18.5	8.9	31.8
LOS	A	C	A	D
95th %tile Queue, veh	0	9	4	7

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	0	902	1021	371
Demand Flow Rate, veh/h	0	903	1034	397
Vehicles Circulating, veh/h	363	224	4	992
Vehicles Exiting, veh/h	1026	814	359	135
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	0.0	20.5	14.0	34.9
Approach LOS	-	C	B	D

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	0	903	1034	397
Cap Entry Lane, veh/h	953	1098	1374	502
Entry HV Adj Factor	1.000	0.999	0.987	0.935
Flow Entry, veh/h	0	902	1021	371
Cap Entry, veh/h	953	1097	1357	469
V/C Ratio	0.000	0.822	0.752	0.791
Control Delay, s/veh	3.8	20.5	14.0	34.9
LOS	A	C	B	D
95th %tile Queue, veh	0	10	8	7

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	10	25	20	60	111	20	0	232	20
Future Vol, veh/h	0	0	0	10	25	20	60	111	20	0	232	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	20	0	0	13	11	0	0	4	20
Mvmt Flow	0	0	0	11	27	22	65	121	22	0	252	22

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	525	536	132	274	0	0	143	0	0
Stage 1	262	262	-	-	-	-	-	-	-
Stage 2	263	274	-	-	-	-	-	-	-
Critical Hdwy	6.6	6.5	6.2	4.23	-	-	4.1	-	-
Critical Hdwy Stg 1	5.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.68	4	3.3	2.317	-	-	2.2	-	-
Pot Cap-1 Maneuver	483	454	923	1228	-	-	1452	-	-
Stage 1	742	695	-	-	-	-	-	-	-
Stage 2	741	687	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	455	0	923	1228	-	-	1452	-	-
Mov Cap-2 Maneuver	455	0	-	-	-	-	-	-	-
Stage 1	699	0	-	-	-	-	-	-	-
Stage 2	741	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.7	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1228	-	-	687	1452	-	-
HCM Lane V/C Ratio	0.053	-	-	0.087	-	-	-
HCM Control Delay (s)	8.1	0	-	10.7	0	-	-
HCM Lane LOS	A	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	15	25	7	83	110	31	4	211	69
Future Vol, veh/h	0	0	0	15	25	7	83	110	31	4	211	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	8	43	2	2	2	7	6	6	0	6	14
Mvmt Flow	0	0	0	16	27	8	90	120	34	4	229	75

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	592	629	137	304	0	0	154	0	0
Stage 1	317	317	-	-	-	-	-	-	-
Stage 2	275	312	-	-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22	4.17	-	-	4.1	-	-
Critical Hdwy Stg 1	5.42	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	2.263	-	-	2.2	-	-
Pot Cap-1 Maneuver	469	399	911	1229	-	-	1439	-	-
Stage 1	738	654	-	-	-	-	-	-	-
Stage 2	771	658	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	430	0	911	1229	-	-	1439	-	-
Mov Cap-2 Maneuver	430	0	-	-	-	-	-	-	-
Stage 1	679	0	-	-	-	-	-	-	-
Stage 2	769	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.7	3	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1229	-	-	517	1439	-	-
HCM Lane V/C Ratio	0.073	-	-	0.099	0.003	-	-
HCM Control Delay (s)	8.2	0	-	12.7	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0	-	-

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	91	20	55	272	133	264
Future Volume (veh/h)	91	20	55	272	133	264
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1826	1841	1781	1841	1811
Adj Flow Rate, veh/h	99	22	60	296	145	287
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	5	4	8	4	6
Cap, veh/h	268	249	506	760	235	466
Arrive On Green	0.16	0.16	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1668	1547	941	1781	552	1092
Grp Volume(v), veh/h	99	22	60	296	0	432
Grp Sat Flow(s),veh/h/ln	1668	1547	941	1781	0	1644
Q Serve(g_s), s	1.3	0.3	1.3	2.8	0.0	5.0
Cycle Q Clear(g_c), s	1.3	0.3	6.2	2.8	0.0	5.0
Prop In Lane	1.00	1.00	1.00			0.66
Lane Grp Cap(c), veh/h	268	249	506	760	0	702
V/C Ratio(X)	0.37	0.09	0.12	0.39	0.00	0.62
Avail Cap(c_a), veh/h	1032	957	1463	2571	0	2373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	8.7	7.8	4.8	0.0	5.4
Incr Delay (d2), s/veh	0.8	0.2	0.1	0.3	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.2	0.4	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	8.8	7.9	5.1	0.0	6.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	121			356	432	
Approach Delay, s/veh	9.7			5.6	6.3	
Approach LOS	A			A	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	15.3		8.9		15.3
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	35.0		15.0		35.0
Max Q Clear Time (g_c+I1), s	8.2		3.3		7.0
Green Ext Time (p_c), s	2.2		0.2		3.2

Intersection Summary	
HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	236	53	12	269	350	32
Future Volume (veh/h)	236	53	12	269	350	32
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1767	1781	1278	1841	1811	1248
Adj Flow Rate, veh/h	257	58	13	292	380	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	8	42	4	6	44
Cap, veh/h	408	367	398	681	604	56
Arrive On Green	0.24	0.24	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1682	1510	663	1841	1634	150
Grp Volume(v), veh/h	257	58	13	292	0	415
Grp Sat Flow(s),veh/h/ln	1682	1510	663	1841	0	1784
Q Serve(g_s), s	3.5	0.8	0.4	3.1	0.0	4.9
Cycle Q Clear(g_c), s	3.5	0.8	5.4	3.1	0.0	4.9
Prop In Lane	1.00	1.00	1.00			0.08
Lane Grp Cap(c), veh/h	408	367	398	681	0	660
V/C Ratio(X)	0.63	0.16	0.03	0.43	0.00	0.63
Avail Cap(c_a), veh/h	1368	1228	897	2067	0	2003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	7.7	8.9	6.1	0.0	6.7
Incr Delay (d2), s/veh	1.6	0.2	0.0	0.4	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.2	0.0	0.6	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	7.9	8.9	6.5	0.0	7.7
LnGrp LOS	B	A	A	A	A	A
Approach Vol, veh/h	315			305	415	
Approach Delay, s/veh	9.9			6.6	7.7	
Approach LOS	A			A	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	14.6		11.3		14.6
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	29.0		21.0		29.0
Max Q Clear Time (g_c+I1), s	7.4		5.5		6.9
Green Ext Time (p_c), s	1.8		0.8		2.6

Intersection Summary	
HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	72.2

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	95	123	69	641	1341	286
Future Vol, veh/h	95	123	69	641	1341	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	270	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	10	1	3	3	0	6
Mvmt Flow	103	134	75	697	1458	311

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2461	1614	1769	0	-	0
Stage 1	1614	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Critical Hdwy	6.5	6.21	4.13	-	-	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.309	2.227	-	-	-
Pot Cap-1 Maneuver	~ 32	~ 129	349	-	-	-
Stage 1	171	-	-	-	-	-
Stage 2	407	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 25	~ 129	349	-	-	-
Mov Cap-2 Maneuver	~ 25	-	-	-	-	-
Stage 1	134	-	-	-	-	-
Stage 2	407	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	$ 840.5	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	EBLn2	SWT	SWR
Capacity (veh/h)	349	-	25	129	-	-
HCM Lane V/C Ratio	0.215	-	4.13	1.036	-	-
HCM Control Delay (s)	18.1	-	$ 1727.3	155.5	-	-
HCM Lane LOS	C	-	F	F	-	-
HCM 95th %tile Q(veh)	0.8	-	12.8	7.4	-	-

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

Intersection	
Int Delay, s/veh	1593.9

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	261	142	233	1537	869	44
Future Vol, veh/h	261	142	233	1537	869	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	270	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	8	3	2	1	2	32
Mvmt Flow	284	154	253	1671	945	48

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3146	969	993	0	-	0
Stage 1	969	-	-	-	-	-
Stage 2	2177	-	-	-	-	-
Critical Hdwy	6.48	6.23	4.12	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.327	2.218	-	-	-
Pot Cap-1 Maneuver	~ 11	306	696	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	~ 90	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 7	306	696	-	-	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	~ 228	-	-	-	-	-
Stage 2	~ 90	-	-	-	-	-

Approach	EB	NE	SW
HCM Control Delay, s	$ 12198.2	1.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	EBLn1	EBLn2	SWT	SWR
Capacity (veh/h)	696	-	7	306	-	-
HCM Lane V/C Ratio	0.364	-	40.528	0.504	-	-
HCM Control Delay (s)	13.1	$	18819.4	28.2	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	1.7	-	37.4	2.7	-	-

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

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	95	123	69	641	1341	286
Future Volume (veh/h)	95	123	69	641	1341	286
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1885	1856	1856	1900	1811
Adj Flow Rate, veh/h	103	134	75	697	1458	311
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	1	3	3	0	6
Cap, veh/h	182	303	295	2584	1704	355
Arrive On Green	0.11	0.11	0.08	0.73	0.57	0.57
Sat Flow, veh/h	1668	1598	1767	3618	3069	619
Grp Volume(v), veh/h	103	134	75	697	871	898
Grp Sat Flow(s),veh/h/ln	1668	1598	1767	1763	1805	1789
Q Serve(g_s), s	3.7	4.7	0.9	4.2	25.2	27.3
Cycle Q Clear(g_c), s	3.7	4.7	0.9	4.2	25.2	27.3
Prop In Lane	1.00	1.00	1.00			0.35
Lane Grp Cap(c), veh/h	182	303	295	2584	1034	1025
V/C Ratio(X)	0.57	0.44	0.25	0.27	0.84	0.88
Avail Cap(c_a), veh/h	264	382	347	2786	1084	1074
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	22.7	12.5	2.8	11.1	11.6
Incr Delay (d2), s/veh	2.8	1.0	0.4	0.1	5.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.3	0.6	0.8	9.5	10.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	29.5	23.7	13.0	2.9	17.1	19.7
LnGrp LOS	C	C	B	A	B	B
Approach Vol, veh/h	237			772	1769	
Approach Delay, s/veh	26.2			3.9	18.4	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		51.4		11.9	10.1	41.2
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		50.0		10.0	7.0	38.0
Max Q Clear Time (g_c+I1), s		6.2		6.7	2.9	29.3
Green Ext Time (p_c), s		5.7		0.2	0.0	7.0

Intersection Summary		
HCM 6th Ctrl Delay		15.0
HCM 6th LOS		B

Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (veh/h)	261	142	233	1537	869	44
Future Volume (veh/h)	261	142	233	1537	869	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1856	1870	1885	1870	1426
Adj Flow Rate, veh/h	284	154	253	1671	945	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	8	3	2	1	2	32
Cap, veh/h	356	521	445	2196	1386	70
Arrive On Green	0.21	0.21	0.12	0.61	0.40	0.40
Sat Flow, veh/h	1697	1572	1781	3676	3534	175
Grp Volume(v), veh/h	284	154	253	1671	488	505
Grp Sat Flow(s),veh/h/ln	1697	1572	1781	1791	1777	1839
Q Serve(g_s), s	9.0	4.1	4.1	19.1	12.8	12.8
Cycle Q Clear(g_c), s	9.0	4.1	4.1	19.1	12.8	12.8
Prop In Lane	1.00	1.00	1.00			0.10
Lane Grp Cap(c), veh/h	356	521	445	2196	715	740
V/C Ratio(X)	0.80	0.30	0.57	0.76	0.68	0.68
Avail Cap(c_a), veh/h	541	693	543	2666	850	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	14.0	9.8	7.9	13.9	13.9
Incr Delay (d2), s/veh	4.8	0.3	1.1	1.1	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	1.3	5.3	4.7	4.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.0	14.3	11.0	9.0	15.6	15.6
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h	438			1924	993	
Approach Delay, s/veh	21.9			9.3	15.6	
Approach LOS	C			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.6		16.8	11.9	27.7
Change Period (Y+Rc), s		5.0		5.0	5.0	5.0
Max Green Setting (Gmax), s		42.0		18.0	10.0	27.0
Max Q Clear Time (g_c+I1), s		21.1		11.0	6.1	14.8
Green Ext Time (p_c), s		13.5		0.9	0.3	5.1

Intersection Summary		
HCM 6th Ctrl Delay		12.8
HCM 6th LOS		B

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	12	1	0	0	104	0	29	0	18	13	0
Future Vol, veh/h	66	12	1	0	0	104	0	29	0	18	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	17	0	0	0	8	0	0	0	6	23	0
Mvmt Flow	72	13	1	0	0	113	0	32	0	20	14	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	143	86	14	93	86	32	-	0	0	32	0	0
Stage 1	54	54	-	32	32	-	-	-	-	-	-	-
Stage 2	89	32	-	61	54	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.67	6.2	7.1	6.5	6.28	-	-	-	4.16	-	-
Critical Hdwy Stg 1	6.19	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.153	3.3	3.5	4	3.372	-	-	-	2.254	-	-
Pot Cap-1 Maneuver	811	776	1072	895	808	1025	0	-	-	1555	-	0
Stage 1	941	821	-	990	872	-	0	-	-	-	-	0
Stage 2	901	840	-	955	854	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	714	766	1072	874	797	1025	-	-	-	1555	-	-
Mov Cap-2 Maneuver	714	766	-	874	797	-	-	-	-	-	-	-
Stage 1	941	810	-	990	872	-	-	-	-	-	-	-
Stage 2	802	840	-	926	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	8.9	0	4.3
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	725	1025	1555	-
HCM Lane V/C Ratio	-	-	0.118	0.11	0.013	-
HCM Control Delay (s)	-	-	10.6	8.9	7.3	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4	0	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	24	2	0	0	169	0	20	2	36	33	0
Future Vol, veh/h	46	24	2	0	0	169	0	20	2	36	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	11	8	0	0	0	6	0	20	0	3	0	0
Mvmt Flow	50	26	2	0	0	184	0	22	2	39	36	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	229	138	36	151	137	23	-	0	0	24	0	0
Stage 1	114	114	-	23	23	-	-	-	-	-	-	-
Stage 2	115	24	-	128	114	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.58	6.2	7.1	6.5	6.26	-	-	-	4.13	-	-
Critical Hdwy Stg 1	6.21	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.072	3.3	3.5	4	3.354	-	-	-	2.227	-	-
Pot Cap-1 Maneuver	707	742	1042	821	758	1042	0	-	-	1584	-	0
Stage 1	869	790	-	1000	880	-	0	-	-	-	-	0
Stage 2	868	863	-	881	805	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	571	723	1042	782	739	1042	-	-	-	1584	-	-
Mov Cap-2 Maneuver	571	723	-	782	739	-	-	-	-	-	-	-
Stage 1	869	770	-	1000	880	-	-	-	-	-	-	-
Stage 2	715	863	-	828	785	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	9.2	0	3.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	622	1042	1584	-
HCM Lane V/C Ratio	-	-	0.126	0.176	0.025	-
HCM Control Delay (s)	-	-	11.6	9.2	7.3	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.6	0.1	-

Intersection	
Int Delay, s/veh	27.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	557	15	1	0	5	104	0	36	0	18	18	0
Future Vol, veh/h	557	15	1	0	5	104	0	36	0	18	18	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	14	0	0	0	8	0	0	0	6	17	0
Mvmt Flow	605	16	1	0	5	113	0	39	0	20	20	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	158	99	20	108	99	39	-	0	0	39	0	0
Stage 1	60	60	-	39	39	-	-	-	-	-	-	-
Stage 2	98	39	-	69	60	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.64	6.2	7.1	6.5	6.28	-	-	-	4.16	-	-
Critical Hdwy Stg 1	6.11	5.64	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.64	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.126	3.3	3.5	4	3.372	-	-	-	2.254	-	-
Pot Cap-1 Maneuver	810	769	1064	876	795	1016	0	-	-	1545	-	0
Stage 1	954	822	-	981	866	-	0	-	-	-	-	0
Stage 2	911	839	-	946	849	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	709	759	1064	852	785	1016	-	-	-	1545	-	-
Mov Cap-2 Maneuver	709	759	-	852	785	-	-	-	-	-	-	-
Stage 1	954	811	-	981	866	-	-	-	-	-	-	-
Stage 2	805	839	-	914	838	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.8	9.1	0	3.7
HCM LOS	D	A		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	711	1002	1545	-
HCM Lane V/C Ratio	-	-	0.876	0.118	0.013	-
HCM Control Delay (s)	-	-	34.8	9.1	7.4	0
HCM Lane LOS	-	-	D	A	A	A
HCM 95th %tile Q(veh)	-	-	10.7	0.4	0	-

Intersection	
Int Delay, s/veh	184.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↱			↰	
Traffic Vol, veh/h	652	27	2	0	0	169	0	125	2	37	41	0
Future Vol, veh/h	652	27	2	0	0	169	0	125	2	37	41	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	7	0	0	0	6	0	3	0	3	0	0
Mvmt Flow	709	29	2	0	0	184	0	136	2	40	45	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	354	263	45	278	262	137	-	0	0	138	0	0
Stage 1	125	125	-	137	137	-	-	-	-	-	-	-
Stage 2	229	138	-	141	125	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.57	6.2	7.1	6.5	6.26	-	-	-	4.13	-	-
Critical Hdwy Stg 1	6.11	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.57	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.063	3.3	3.5	4	3.354	-	-	-	2.227	-	-
Pot Cap-1 Maneuver	~ 603	634	1031	678	646	901	0	-	-	1440	-	0
Stage 1	881	783	-	871	787	-	0	-	-	-	-	0
Stage 2	776	773	-	867	796	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	~ 470	616	1031	638	628	901	-	-	-	1440	-	-
Mov Cap-2 Maneuver	~ 470	616	-	638	628	-	-	-	-	-	-	-
Stage 1	881	761	-	871	787	-	-	-	-	-	-	-
Stage 2	~ 618	773	-	809	774	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	283.5	10	0	3.6
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	475	901	1440	-
HCM Lane V/C Ratio	-	-	1.558	0.204	0.028	-
HCM Control Delay (s)	-	-	283.5	10	7.6	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	40.1	0.8	0.1	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	557	15	1	0	0	109	0	36	0	18	18	0
Future Volume (veh/h)	557	15	1	0	0	109	0	36	0	18	18	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1693	1900	1900	1900	1781	0	1900	1900	1811	1648	0
Adj Flow Rate, veh/h	605	16	1	0	0	118	0	39	0	20	20	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	14	0	0	0	8	0	0	0	6	17	0
Cap, veh/h	865	891	56	0	0	910	0	340	0	230	169	0
Arrive On Green	0.57	0.57	0.57	0.00	0.00	0.57	0.00	0.18	0.00	0.18	0.18	0.00
Sat Flow, veh/h	1284	1576	99	0	0	1610	0	1900	0	515	944	0
Grp Volume(v), veh/h	605	0	17	0	0	118	0	39	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1284	0	1675	0	0	1610	0	1900	0	1459	0	0
Q Serve(g_s), s	16.4	0.0	0.2	0.0	0.0	1.3	0.0	0.7	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	17.7	0.0	0.2	0.0	0.0	1.3	0.0	0.7	0.0	0.8	0.0	0.0
Prop In Lane	1.00		0.06	0.00		1.00	0.00		0.00	0.50		0.00
Lane Grp Cap(c), veh/h	865	0	946	0	0	910	0	340	0	400	0	0
V/C Ratio(X)	0.70	0.00	0.02	0.00	0.00	0.13	0.00	0.11	0.00	0.10	0.00	0.00
Avail Cap(c_a), veh/h	1454	0	1714	0	0	1648	0	486	0	506	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	3.7	0.0	0.0	4.0	0.0	13.4	0.0	13.5	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.2	0.0	3.7	0.0	0.0	4.1	0.0	13.6	0.0	13.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	B	A	B	A	A
Approach Vol, veh/h		622			118			39			40	
Approach Delay, s/veh		9.0			4.1			13.6			13.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	12.0	27.1	12.0	27.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	2.7	19.7	2.8	3.3
Green Ext Time (p_c), s	0.0	2.4	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	652	27	2	0	0	169	0	125	2	37	41	0
Future Volume (veh/h)	652	27	2	0	0	169	0	125	2	37	41	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1796	1900	1900	1900	1811	0	1856	1900	1856	1900	0
Adj Flow Rate, veh/h	709	29	2	0	0	184	0	136	2	40	45	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	7	0	0	0	6	0	3	0	3	0	0
Cap, veh/h	893	1104	76	0	0	1070	0	252	4	154	125	0
Arrive On Green	0.66	0.66	0.66	0.00	0.00	0.66	0.00	0.14	0.14	0.14	0.14	0.00
Sat Flow, veh/h	1209	1661	115	0	0	1610	0	1824	27	361	906	0
Grp Volume(v), veh/h	709	0	31	0	0	184	0	0	138	85	0	0
Grp Sat Flow(s),veh/h/ln	1209	0	1776	0	0	1610	0	0	1851	1267	0	0
Q Serve(g_s), s	27.2	0.0	0.3	0.0	0.0	2.2	0.0	0.0	3.5	0.4	0.0	0.0
Cycle Q Clear(g_c), s	29.5	0.0	0.3	0.0	0.0	2.2	0.0	0.0	3.5	3.9	0.0	0.0
Prop In Lane	1.00		0.06	0.00		1.00	0.00		0.01	0.47		0.00
Lane Grp Cap(c), veh/h	893	0	1180	0	0	1070	0	0	255	279	0	0
V/C Ratio(X)	0.79	0.00	0.03	0.00	0.00	0.17	0.00	0.00	0.54	0.30	0.00	0.00
Avail Cap(c_a), veh/h	1043	0	1400	0	0	1270	0	0	365	370	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.8	0.0	2.9	0.0	0.0	3.2	0.0	0.0	20.4	19.9	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0	1.8	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	0.1	0.0	0.0	0.4	0.0	0.0	1.4	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	0.0	2.9	0.0	0.0	3.3	0.0	0.0	22.1	20.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	A	A	C	C	A	A
Approach Vol, veh/h		740			184			138			85	
Approach Delay, s/veh		12.1			3.3			22.1			20.5	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	12.0	38.7	12.0	38.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	40.0	10.0	40.0
Max Q Clear Time (g_c+I1), s	5.5	31.5	5.9	4.2
Green Ext Time (p_c), s	0.2	2.3	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	14	36	1	38	26	0
Future Vol, veh/h	14	36	1	38	26	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	3	0	3	0	0
Mvmt Flow	15	39	1	41	28	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	54	0	78	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	43	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1564	-	930	1044
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1564	-	929	1044
Mov Cap-2 Maneuver	-	-	-	-	929	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	929	-	-	1564	-
HCM Lane V/C Ratio	0.03	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	75	24	36	49	12
Future Vol, veh/h	25	75	24	36	49	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	9	29	14	0	0
Mvmt Flow	27	82	26	39	53	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	159	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	91	-
Critical Hdwy	-	-	4.39	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.461	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1329	-	837	1001
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	938	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1329	-	820	1001
Mov Cap-2 Maneuver	-	-	-	-	820	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	919	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1329	-
HCM Lane V/C Ratio	0.078	-	-	0.02	-
HCM Control Delay (s)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	177.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	106	787	5	313	603	0
Future Vol, veh/h	106	787	5	313	603	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	115	855	5	340	655	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	970	0	893	543
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	719	-	~ 315	544
Stage 1	-	-	-	-	~ 586	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	719	-	~ 312	544
Mov Cap-2 Maneuver	-	-	-	-	~ 312	-
Stage 1	-	-	-	-	~ 586	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	$ 533
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	312	-	-	719	-
HCM Lane V/C Ratio	2.101	-	-	0.008	-
HCM Control Delay (s)	$ 533	-	-	10	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	48	-	-	0	-

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

Intersection	
Int Delay, s/veh	859.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	446	527	26	515	838	14
Future Vol, veh/h	446	527	26	515	838	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	27	1	0	0
Mvmt Flow	485	573	28	560	911	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1058	0	1388	772
Stage 1	-	-	-	-	772	-
Stage 2	-	-	-	-	616	-
Critical Hdwy	-	-	4.37	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.443	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	572	-	~ 159	403
Stage 1	-	-	-	-	~ 459	-
Stage 2	-	-	-	-	~ 543	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	572	-	~ 148	403
Mov Cap-2 Maneuver	-	-	-	-	~ 148	-
Stage 1	-	-	-	-	~ 459	-
Stage 2	-	-	-	-	~ 504	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	$ 2385.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	150	-	-	572	-
HCM Lane V/C Ratio	6.174	-	-	0.049	-
HCM Control Delay (s)	$ 2385.6	-	-	11.6	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	100.5	-	-	0.2	-

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

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	970	345	655
Demand Flow Rate, veh/h	971	345	655
Vehicles Circulating, veh/h	5	655	116
Vehicles Exiting, veh/h	995	116	860
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	8.7	10.2	8.3
Approach LOS	A	B	A

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.119	0.881	0.014	0.986	1.000	0.000
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	116	855	5	340	655	0
Cap Entry Lane, veh/h	1414	1414	782	782	1278	1278
Entry HV Adj Factor	0.990	1.000	1.000	1.000	1.000	1.000
Flow Entry, veh/h	115	855	5	340	655	0
Cap Entry, veh/h	1400	1414	782	782	1278	1278
V/C Ratio	0.082	0.605	0.006	0.435	0.513	0.000
Control Delay, s/veh	3.2	9.4	4.7	10.3	8.3	2.8
LOS	A	A	A	B	A	A
95th %tile Queue, veh	0	4	0	2	3	0

Intersection	
Intersection Delay, s/veh	30.5
Intersection LOS	D

Approach	EB	WB	NB
Entry Lanes	2	2	2
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	1058	588	926
Demand Flow Rate, veh/h	1069	602	926
Vehicles Circulating, veh/h	36	911	490
Vehicles Exiting, veh/h	1477	505	615
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.3	42.1	50.9
Approach LOS	A	E	F

Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LT	R	L	TR	L	TR
Assumed Moves	LT	R	L	TR	L	TR
RT Channelized						
Lane Util	0.458	0.542	0.060	0.940	0.984	0.016
Follow-Up Headway, s	2.535	2.535	2.535	2.535	2.535	2.535
Critical Headway, s	4.544	4.544	4.544	4.544	4.544	4.544
Entry Flow, veh/h	490	579	36	566	911	15
Cap Entry Lane, veh/h	1374	1374	620	620	909	909
Entry HV Adj Factor	0.990	0.990	0.778	0.990	1.000	1.000
Flow Entry, veh/h	485	573	28	560	911	15
Cap Entry, veh/h	1361	1360	482	614	909	909
V/C Ratio	0.357	0.421	0.058	0.913	1.002	0.016
Control Delay, s/veh	5.9	6.7	8.2	43.8	51.7	4.1
LOS	A	A	A	E	F	A
95th %tile Queue, veh	2	2	0	12	19	0

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	9	0	0	15	4	2
Future Vol, veh/h	9	0	0	15	4	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	10	0	0	16	4	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	10	0	26	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1623	-	995	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1623	-	995	1077
Mov Cap-2 Maneuver	-	-	-	-	995	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1012	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1021	-	-	1623	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	3	2	52	0	0
Future Vol, veh/h	34	3	2	52	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	3	2	57	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	100	39
Stage 1	-	-	-	-	39	-
Stage 2	-	-	-	-	61	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1583	-	904	1038
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1583	-	903	1038
Mov Cap-2 Maneuver	-	-	-	-	903	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	966	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1583	-
HCM Lane V/C Ratio	-	-	-	0.001	-
HCM Control Delay (s)	0	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	25	91	0	66	31	2
Future Vol, veh/h	25	91	0	66	31	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	99	0	72	34	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	149	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1473	-	848	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1473	-	848	990
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	956	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	855	-	-	1473	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	9.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	365	2	98	172	0
Future Vol, veh/h	104	365	2	98	172	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	113	397	2	107	187	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	510	0	423	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1065	-	591	733
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	919	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1065	-	590	733
Mov Cap-2 Maneuver	-	-	-	-	590	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	590	-	-	1065	-
HCM Lane V/C Ratio	0.317	-	-	0.002	-
HCM Control Delay (s)	13.9	-	-	8.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	1.4	-	-	0	-

Intersection	
Int Delay, s/veh	7.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	16	24	7	21	0	5	66	5	0	115	7
Future Vol, veh/h	4	16	24	7	21	0	5	66	5	0	115	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	25	19	0	14	0	0	0	11	0	0	5	14
Mvmt Flow	4	17	26	8	23	0	5	72	5	0	125	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	23	0	0	43	0	0	144	77	30	116	90	23
Stage 1	-	-	-	-	-	-	38	38	-	39	39	-
Stage 2	-	-	-	-	-	-	106	39	-	77	51	-
Critical Hdwy	4.35	-	-	4.24	-	-	7.1	6.61	6.2	7.1	6.55	6.34
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.61	-	6.1	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.61	-	6.1	5.55	-
Follow-up Hdwy	2.425	-	-	2.326	-	-	3.5	4.099	3.3	3.5	4.045	3.426
Pot Cap-1 Maneuver	1455	-	-	1492	-	-	830	796	1050	865	794	1020
Stage 1	-	-	-	-	-	-	982	846	-	981	857	-
Stage 2	-	-	-	-	-	-	905	845	-	937	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1492	-	-	720	790	1050	796	788	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	720	790	-	796	788	-
Stage 1	-	-	-	-	-	-	979	843	-	978	853	-
Stage 2	-	-	-	-	-	-	763	841	-	850	843	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.9	10	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	798	1455	-	-	1492	-	-	798
HCM Lane V/C Ratio	0.104	0.003	-	-	0.005	-	-	0.166
HCM Control Delay (s)	10	7.5	0	-	7.4	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	35	6	5	27	0	9	118	7	2	101	1
Future Vol, veh/h	3	35	6	5	27	0	9	118	7	2	101	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	33	0	0	0	4	0	0	2	0	0	1	0
Mvmt Flow	3	38	7	5	29	0	10	128	8	2	110	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	45	0	0	143	87	42	155	90	29
Stage 1	-	-	-	-	-	-	48	48	-	39	39	-
Stage 2	-	-	-	-	-	-	95	39	-	116	51	-
Critical Hdwy	4.43	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.497	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1405	-	-	1576	-	-	831	803	1034	816	802	1052
Stage 1	-	-	-	-	-	-	971	855	-	981	864	-
Stage 2	-	-	-	-	-	-	917	862	-	894	854	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1405	-	-	1576	-	-	740	799	1034	707	798	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	740	799	-	707	798	-
Stage 1	-	-	-	-	-	-	969	853	-	979	861	-
Stage 2	-	-	-	-	-	-	797	859	-	752	852	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	1.1	10.5	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	804	1405	-	-	1576	-	-	798
HCM Lane V/C Ratio	0.181	0.002	-	-	0.003	-	-	0.142
HCM Control Delay (s)	10.5	7.6	0	-	7.3	0	-	10.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-	-	0.5

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	19	24	10	24	0	5	76	8	0	142	55
Future Vol, veh/h	17	19	24	10	24	0	5	76	8	0	142	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	6	16	0	10	0	0	0	10	0	0	4	2
Mvmt Flow	18	21	26	11	26	0	5	83	9	0	154	60
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.2	7.9	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	28%	29%	0%
Vol Thru, %	85%	32%	71%	72%
Vol Right, %	9%	40%	0%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	60	34	197
LT Vol	5	17	10	0
Through Vol	76	19	24	142
RT Vol	8	24	0	55
Lane Flow Rate	97	65	37	214
Geometry Grp	1	1	1	1
Degree of Util (X)	0.116	0.082	0.05	0.247
Departure Headway (Hd)	4.318	4.542	4.885	4.16
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	790	734	869
Service Time	2.334	2.561	2.906	2.16
HCM Lane V/C Ratio	0.117	0.082	0.05	0.246
HCM Control Delay	7.9	8	8.2	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.4	0.3	0.2	1

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	69	39	6	7	28	0	9	148	9	2	195	46
Future Vol, veh/h	69	39	6	7	28	0	9	148	9	2	195	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	0	0	0	4	0	0	2	0	0	0	0
Mvmt Flow	75	42	7	8	30	0	10	161	10	2	212	50
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.2	8.5	9	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	61%	20%	1%
Vol Thru, %	89%	34%	80%	80%
Vol Right, %	5%	5%	0%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	114	35	243
LT Vol	9	69	7	2
Through Vol	148	39	28	195
RT Vol	9	6	0	46
Lane Flow Rate	180	124	38	264
Geometry Grp	1	1	1	1
Degree of Util (X)	0.23	0.174	0.054	0.324
Departure Headway (Hd)	4.585	5.053	5.115	4.41
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	781	708	696	814
Service Time	2.623	3.104	3.174	2.444
HCM Lane V/C Ratio	0.23	0.175	0.055	0.324
HCM Control Delay	9	9.2	8.5	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.6	0.2	1.4

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	83	1	1	265	130	25
Future Vol, veh/h	83	1	1	265	130	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	7	15	16
Mvmt Flow	90	1	1	288	141	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	445	155	168	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	567	896	1422	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	896	1422	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	755	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1422	-	568	-	-
HCM Lane V/C Ratio	0.001	-	0.161	-	-
HCM Control Delay (s)	7.5	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	50	3	1	202	302	95
Future Vol, veh/h	50	3	1	202	302	95
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	8	5	7
Mvmt Flow	54	3	1	220	328	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	602	380	431	0	-	0
Stage 1	380	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	466	671	1139	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	466	671	1139	-	-	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	820	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	474	-	-
HCM Lane V/C Ratio	0.001	-	0.122	-	-
HCM Control Delay (s)	8.2	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	31.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	95	3	1	608	1385	29
Future Vol, veh/h	95	3	1	608	1385	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	3	1	14
Mvmt Flow	103	3	1	661	1505	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2184	1521	1537	0	-	0
Stage 1	1521	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 50	147	438	-	-	-
Stage 1	197	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	147	438	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	509	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 676	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	438	-	51	-	-
HCM Lane V/C Ratio	0.002	-	2.089	-	-
HCM Control Delay (s)	13.2	0	$ 676	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	10.7	-	-

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

Intersection	
Int Delay, s/veh	20.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	3	4	1488	713	115
Future Vol, veh/h	61	3	4	1488	713	115
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	1	2	6
Mvmt Flow	66	3	4	1617	775	125

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2463	838	900	0	-	0
Stage 1	838	-	-	-	-	-
Stage 2	1625	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	~ 34	369	763	-	-	-
Stage 1	428	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 32	369	763	-	-	-
Mov Cap-2 Maneuver	~ 32	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	179	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 770.4	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	763	-	33	-	-
HCM Lane V/C Ratio	0.006	-	2.108	-	-
HCM Control Delay (s)	9.7	0	$ 770.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0	-	7.9	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	95	3	1	608	1385	29
Future Volume (veh/h)	95	3	1	608	1385	29
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1900	1900	1856	1885	1693
Adj Flow Rate, veh/h	103	3	1	661	1505	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	0	0	3	1	14
Cap, veh/h	129	4	111	1520	1545	1175
Arrive On Green	0.08	0.08	0.82	0.82	0.82	0.82
Sat Flow, veh/h	1682	49	343	1856	1885	1434
Grp Volume(v), veh/h	107	0	1	661	1505	32
Grp Sat Flow(s),veh/h/ln	1748	0	343	1856	1885	1434
Q Serve(g_s), s	5.8	0.0	0.3	9.6	68.8	0.4
Cycle Q Clear(g_c), s	5.8	0.0	69.1	9.6	68.8	0.4
Prop In Lane	0.96	0.03	1.00			1.00
Lane Grp Cap(c), veh/h	134	0	111	1520	1545	1175
V/C Ratio(X)	0.80	0.00	0.01	0.43	0.97	0.03
Avail Cap(c_a), veh/h	182	0	115	1542	1567	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	0.0	38.7	2.4	7.8	1.6
Incr Delay (d2), s/veh	16.0	0.0	0.0	0.2	16.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	0.0	2.1	21.7	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.7	0.0	38.8	2.6	24.7	1.6
LnGrp LOS	E	A	D	A	C	A
Approach Vol, veh/h	107			662	1537	
Approach Delay, s/veh	59.7			2.7	24.2	
Approach LOS	E			A	C	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	83.9		12.4		83.9
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	80.0		10.0		80.0
Max Q Clear Time (g_c+I1), s	71.1		7.8		70.8
Green Ext Time (p_c), s	3.0		0.0		8.0

Intersection Summary		
HCM 6th Ctrl Delay	19.7	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	3	4	1488	713	115
Future Volume (veh/h)	61	3	4	1488	713	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1870	1811
Adj Flow Rate, veh/h	66	3	4	1617	775	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	2	6
Cap, veh/h	86	4	546	1639	1626	1335
Arrive On Green	0.05	0.05	0.87	0.87	0.87	0.87
Sat Flow, veh/h	1698	77	629	1885	1870	1535
Grp Volume(v), veh/h	70	0	4	1617	775	125
Grp Sat Flow(s),veh/h/ln	1801	0	629	1885	1870	1535
Q Serve(g_s), s	4.8	0.0	0.2	98.8	11.6	1.5
Cycle Q Clear(g_c), s	4.8	0.0	11.8	98.8	11.6	1.5
Prop In Lane	0.94	0.04	1.00			1.00
Lane Grp Cap(c), veh/h	92	0	546	1639	1626	1335
V/C Ratio(X)	0.76	0.00	0.01	0.99	0.48	0.09
Avail Cap(c_a), veh/h	143	0	549	1650	1637	1343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.9	0.0	3.1	7.5	1.8	1.2
Incr Delay (d2), s/veh	12.3	0.0	0.0	18.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	27.5	2.3	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	71.3	0.0	3.1	26.4	2.0	1.2
LnGrp LOS	E	A	A	C	A	A
Approach Vol, veh/h	70			1621	900	
Approach Delay, s/veh	71.3			26.3	1.9	
Approach LOS	E			C	A	

Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	114.3		11.4		114.3
Change Period (Y+Rc), s	5.0		5.0		5.0
Max Green Setting (Gmax), s	110.0		10.0		110.0
Max Q Clear Time (g_c+I1), s	100.8		6.8		13.6
Green Ext Time (p_c), s	8.5		0.0		7.7

Intersection Summary		
HCM 6th Ctrl Delay		19.1
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	6	282	1	1	104
Future Vol, veh/h	0	6	282	1	1	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, %	0	17	5	0	0	8
Mvmt Flow	0	7	307	1	1	113

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	423	308	0	0	308	0
Stage 1	308	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	6.4	6.37	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.453	-	-	2.2	-
Pot Cap-1 Maneuver	591	698	-	-	1264	-
Stage 1	750	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	698	-	-	1264	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	914	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	698	1264	-
HCM Lane V/C Ratio	-	-	0.009	0.001	-
HCM Control Delay (s)	-	-	10.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	12	191	1	21	286
Future Vol, veh/h	4	12	191	1	21	286
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	0	8	0	5	5
Mvmt Flow	4	13	208	1	23	311

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	566	209	0	0	209	0
Stage 1	209	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.65	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	449	836	-	-	1344	-
Stage 1	774	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	440	836	-	-	1344	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	682	1344	-
HCM Lane V/C Ratio	-	-	0.026	0.017	-
HCM Control Delay (s)	-	-	10.4	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	128	369	13	496	147
Future Vol, veh/h	2	128	369	13	496	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, %	0	1	4	0	0	6
Mvmt Flow	2	139	401	14	539	160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1646	408	0	0	415	0
Stage 1	408	-	-	-	-	-
Stage 2	1238	-	-	-	-	-
Critical Hdwy	6.4	6.21	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	-	-	2.2	-
Pot Cap-1 Maneuver	111	645	-	-	1155	-
Stage 1	676	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	54	645	-	-	1155	-
Mov Cap-2 Maneuver	54	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	135	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	8.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	552	1155	-
HCM Lane V/C Ratio	-	-	0.256	0.467	-
HCM Control Delay (s)	-	-	13.8	10.8	0
HCM Lane LOS	-	-	B	B	A
HCM 95th %tile Q(veh)	-	-	1	2.5	-

Intersection	
Int Delay, s/veh	12.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	510	264	3	159	406
Future Vol, veh/h	16	510	264	3	159	406
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, %	6	0	6	0	1	4
Mvmt Flow	17	554	287	3	173	441

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1076	289	0	0	290	0
Stage 1	289	-	-	-	-	-
Stage 2	787	-	-	-	-	-
Critical Hdwy	6.46	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	238	755	-	-	1278	-
Stage 1	751	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	195	755	-	-	1278	-
Mov Cap-2 Maneuver	195	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.7	0	2.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	694	1278	-
HCM Lane V/C Ratio	-	-	0.824	0.135	-
HCM Control Delay (s)	-	-	29.7	8.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	8.9	0.5	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	128	369	13	496	147
Future Volume (veh/h)	2	128	369	13	496	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1885	1841	1900	1900	1811
Adj Flow Rate, veh/h	2	139	401	14	539	160
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	1	4	0	0	6
Cap, veh/h	3	210	511	18	702	1147
Arrive On Green	0.13	0.13	0.29	0.29	0.25	0.63
Sat Flow, veh/h	23	1580	1768	62	1810	1811
Grp Volume(v), veh/h	142	0	0	415	539	160
Grp Sat Flow(s),veh/h/ln	1614	0	0	1830	1810	1811
Q Serve(g_s), s	3.6	0.0	0.0	8.9	7.5	1.5
Cycle Q Clear(g_c), s	3.6	0.0	0.0	8.9	7.5	1.5
Prop In Lane	0.01	0.98		0.03	1.00	
Lane Grp Cap(c), veh/h	215	0	0	529	702	1147
V/C Ratio(X)	0.66	0.00	0.00	0.78	0.77	0.14
Avail Cap(c_a), veh/h	377	0	0	768	1007	1690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.7	0.0	0.0	14.0	7.4	3.2
Incr Delay (d2), s/veh	3.4	0.0	0.0	3.3	2.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	3.5	2.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	0.0	0.0	17.4	9.6	3.2
LnGrp LOS	C	A	A	B	A	A
Approach Vol, veh/h	142		415			699
Approach Delay, s/veh	21.1		17.4			8.2
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.8	17.4			32.2	10.7
Change Period (Y+Rc), s	4.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	18.8	18.0			40.0	10.0
Max Q Clear Time (g_c+I1), s	10.5	10.9			3.5	5.6
Green Ext Time (p_c), s	1.3	1.4			0.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	16	510	264	3	159	406
Future Volume (veh/h)	16	510	264	3	159	406
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1900	1811	1900	1885	1841
Adj Flow Rate, veh/h	17	554	287	3	173	441
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	0	6	0	1	4
Cap, veh/h	18	598	369	4	420	749
Arrive On Green	0.40	0.40	0.21	0.21	0.12	0.41
Sat Flow, veh/h	46	1492	1789	19	1795	1841
Grp Volume(v), veh/h	572	0	0	290	173	441
Grp Sat Flow(s),veh/h/ln	1540	0	0	1808	1795	1841
Q Serve(g_s), s	18.4	0.0	0.0	7.9	3.5	9.7
Cycle Q Clear(g_c), s	18.4	0.0	0.0	7.9	3.5	9.7
Prop In Lane	0.03	0.97		0.01	1.00	
Lane Grp Cap(c), veh/h	617	0	0	373	420	749
V/C Ratio(X)	0.93	0.00	0.00	0.78	0.41	0.59
Avail Cap(c_a), veh/h	652	0	0	557	475	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	19.5	12.6	12.0
Incr Delay (d2), s/veh	18.9	0.0	0.0	4.1	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	0.0	3.4	1.3	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.8	0.0	0.0	23.5	13.2	12.8
LnGrp LOS	C	A	A	C	B	B
Approach Vol, veh/h	572		290			614
Approach Delay, s/veh	33.8		23.5			12.9
Approach LOS	C		C			B

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.4	15.7			26.1	25.8
Change Period (Y+Rc), s	4.0	5.0			5.0	5.0
Max Green Setting (Gmax), s	8.0	16.0			28.0	22.0
Max Q Clear Time (g_c+I1), s	15.5	9.9			11.7	20.4
Green Ext Time (p_c), s	0.1	0.8			2.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	5	0	0	1
Future Vol, veh/h	4	5	5	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	5	0	0	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	11	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	10	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1014	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1018	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1011	1090	1635	-	-	-
Mov Cap-2 Maneuver	1011	-	-	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1018	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1053	-	-
HCM Lane V/C Ratio	0.003	-	0.009	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	4	6	0	0	5
Future Vol, veh/h	4	4	6	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	4	7	0	0	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	17	3	5	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1006	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1002	1087	1630	-	-	-
Mov Cap-2 Maneuver	1002	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1043	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	7	0	0	1
Future Vol, veh/h	4	5	7	0	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	8	0	0	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	17	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1006	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1001	1090	1635	-	-	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1049	-	-
HCM Lane V/C Ratio	0.005	-	0.009	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	5	6	1	0	5
Future Vol, veh/h	4	5	6	1	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	5	7	1	0	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	18	3	5	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1005	1087	1630	-	-	-
Stage 1	1025	-	-	-	-	-
Stage 2	1013	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1001	1087	1630	-	-	-
Mov Cap-2 Maneuver	1001	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1013	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	6.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1630	-	1047	-	-
HCM Lane V/C Ratio	0.004	-	0.009	-	-
HCM Control Delay (s)	7.2	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	68	0	1	128	0
Future Vol, veh/h	0	0	0	0	0	0	0	68	0	1	128	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	4	0
Mvmt Flow	0	0	0	0	0	0	0	74	0	1	139	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	215	215	139	215	215	74	139	0	0	74	0	0
Stage 1	141	141	-	74	74	-	-	-	-	-	-	-
Stage 2	74	74	-	141	141	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	746	686	915	746	686	993	1457	-	-	1538	-	-
Stage 1	867	784	-	940	837	-	-	-	-	-	-	-
Stage 2	940	837	-	867	784	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	745	685	915	745	685	993	1457	-	-	1538	-	-
Mov Cap-2 Maneuver	745	685	-	745	685	-	-	-	-	-	-	-
Stage 1	867	783	-	940	837	-	-	-	-	-	-	-
Stage 2	940	837	-	866	783	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1457	-	-	-	-	1538	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.001	-	-
HCM Control Delay (s)	0	-	-	0	0	7.3	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	1	0	0	0	0	112	0	0	92	1
Future Vol, veh/h	0	0	1	0	0	0	0	112	0	0	92	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	3	0	0	6	0
Mvmt Flow	0	0	1	0	0	0	0	122	0	0	100	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	223	223	101	223	223	122	101	0	0	122	0	0
Stage 1	101	101	-	122	122	-	-	-	-	-	-	-
Stage 2	122	122	-	101	101	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	737	679	960	737	679	935	1504	-	-	1478	-	-
Stage 1	910	815	-	887	799	-	-	-	-	-	-	-
Stage 2	887	799	-	910	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	737	679	960	736	679	935	1504	-	-	1478	-	-
Mov Cap-2 Maneuver	737	679	-	736	679	-	-	-	-	-	-	-
Stage 1	910	815	-	887	799	-	-	-	-	-	-	-
Stage 2	887	799	-	909	815	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1504	-	-	960	-	1478	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	-	-	-
HCM Control Delay (s)	0	-	-	8.8	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	91	0	0	0	27	81	0	1	158	0
Future Vol, veh/h	0	0	91	0	0	0	27	81	0	1	158	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	7	0	0	4	0
Mvmt Flow	0	0	99	0	0	0	29	88	0	1	172	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	320	320	172	370	320	88	172	0	0	88	0	0
Stage 1	174	174	-	146	146	-	-	-	-	-	-	-
Stage 2	146	146	-	224	174	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	637	600	877	590	600	976	1417	-	-	1520	-	-
Stage 1	833	759	-	861	780	-	-	-	-	-	-	-
Stage 2	861	780	-	783	759	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	626	586	877	514	586	976	1417	-	-	1520	-	-
Mov Cap-2 Maneuver	626	586	-	514	586	-	-	-	-	-	-	-
Stage 1	815	758	-	842	763	-	-	-	-	-	-	-
Stage 2	842	763	-	694	758	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.6	0	1.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1417	-	-	877	-	1520	-	-
HCM Lane V/C Ratio	0.021	-	-	0.113	-	0.001	-	-
HCM Control Delay (s)	7.6	0	-	9.6	0	7.4	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	0	-	-

Intersection	
Int Delay, s/veh	7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	363	0	0	0	172	144	0	0	188	1
Future Vol, veh/h	0	0	363	0	0	0	172	144	0	0	188	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	0	0	395	0	0	0	187	157	0	0	204	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	736	736	205	933	736	157	205	0	0	157	0	0
Stage 1	205	205	-	531	531	-	-	-	-	-	-	-
Stage 2	531	531	-	402	205	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	337	349	841	248	349	894	1378	-	-	1435	-	-
Stage 1	802	736	-	536	529	-	-	-	-	-	-	-
Stage 2	536	529	-	629	736	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	297	841	117	297	894	1378	-	-	1435	-	-
Mov Cap-2 Maneuver	299	297	-	117	297	-	-	-	-	-	-	-
Stage 1	683	736	-	456	450	-	-	-	-	-	-	-
Stage 2	456	450	-	334	736	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	0	4.4	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	841	-	1435	-	-
HCM Lane V/C Ratio	0.136	-	-	0.469	-	-	-	-
HCM Control Delay (s)	8	0	-	13	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	2.5	-	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	19	0	0	6	0	0	14	0	0	1	11
Future Vol, veh/h	27	19	0	0	6	0	0	14	0	0	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	14	0	0	0	0
Mvmt Flow	29	21	0	0	7	0	0	15	0	0	1	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	26	22	7	33	28	15	13	0	0	15	0	0
Stage 1	7	7	-	15	15	-	-	-	-	-	-	-
Stage 2	19	15	-	18	13	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	990	876	1081	979	869	1070	1619	-	-	1616	-	-
Stage 1	1020	894	-	1010	887	-	-	-	-	-	-	-
Stage 2	1005	887	-	1006	889	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	984	876	1081	961	869	1070	1619	-	-	1616	-	-
Mov Cap-2 Maneuver	984	876	-	961	869	-	-	-	-	-	-	-
Stage 1	1020	894	-	1010	887	-	-	-	-	-	-	-
Stage 2	998	887	-	983	889	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	9.1	9.2	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1619	-	-	936	869	1616	-	-
HCM Lane V/C Ratio	-	-	-	0.053	0.008	-	-	-
HCM Control Delay (s)	0	-	-	9.1	9.2	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	10	1	0	5	0	4	4	1	0	14	56
Future Vol, veh/h	20	10	1	0	5	0	4	4	1	0	14	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	0	0	0	0	0	0	0	0	0	0	4
Mvmt Flow	22	11	1	0	5	0	4	4	1	0	15	61

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	61	59	46	65	89	5	76	0	0	5	0	0
Stage 1	46	46	-	13	13	-	-	-	-	-	-	-
Stage 2	15	13	-	52	76	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	927	836	1029	934	805	1084	1536	-	-	1630	-	-
Stage 1	960	861	-	1013	889	-	-	-	-	-	-	-
Stage 2	997	889	-	966	836	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	921	833	1029	922	803	1084	1536	-	-	1630	-	-
Mov Cap-2 Maneuver	921	833	-	922	803	-	-	-	-	-	-	-
Stage 1	957	861	-	1010	886	-	-	-	-	-	-	-
Stage 2	988	886	-	953	836	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	9.2	9.5	3.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1536	-	-	894	803	1630	-	-
HCM Lane V/C Ratio	0.003	-	-	0.038	0.007	-	-	-
HCM Control Delay (s)	7.3	0	-	9.2	9.5	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	41	21	0	0	7	0	0	14	0	0	1	15
Future Vol, veh/h	41	21	0	0	7	0	0	14	0	0	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	14	0	0	0	0
Mvmt Flow	45	23	0	0	8	0	0	15	0	0	1	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	28	24	9	36	32	15	17	0	0	15	0	0
Stage 1	9	9	-	15	15	-	-	-	-	-	-	-
Stage 2	19	15	-	21	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	987	873	1079	975	865	1070	1613	-	-	1616	-	-
Stage 1	1017	892	-	1010	887	-	-	-	-	-	-	-
Stage 2	1005	887	-	1003	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	980	873	1079	956	865	1070	1613	-	-	1616	-	-
Mov Cap-2 Maneuver	980	873	-	956	865	-	-	-	-	-	-	-
Stage 1	1017	892	-	1010	887	-	-	-	-	-	-	-
Stage 2	996	887	-	977	885	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	9.1	9.2	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1613	-	-	941	865	1616	-	-
HCM Lane V/C Ratio	-	-	-	0.072	0.009	-	-	-
HCM Control Delay (s)	0	-	-	9.1	9.2	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	10	1	0	7	0	4	4	1	0	14	79
Future Vol, veh/h	31	10	1	0	7	0	4	4	1	0	14	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	0	0	0	0	0	0	0	0	0	0	3
Mvmt Flow	34	11	1	0	8	0	4	4	1	0	15	86

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	75	71	58	77	114	5	101	0	0	5	0	0
Stage 1	58	58	-	13	13	-	-	-	-	-	-	-
Stage 2	17	13	-	64	101	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	913	823	1014	917	780	1084	1504	-	-	1630	-	-
Stage 1	951	851	-	1013	889	-	-	-	-	-	-	-
Stage 2	1000	889	-	952	815	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	904	821	1014	905	778	1084	1504	-	-	1630	-	-
Mov Cap-2 Maneuver	904	821	-	905	778	-	-	-	-	-	-	-
Stage 1	948	851	-	1010	886	-	-	-	-	-	-	-
Stage 2	988	886	-	939	815	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	9.3	9.7	3.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1504	-	-	885	778	1630	-	-
HCM Lane V/C Ratio	0.003	-	-	0.052	0.01	-	-	-
HCM Control Delay (s)	7.4	0	-	9.3	9.7	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	10	11	239	125	0
Future Vol, veh/h	20	10	11	239	125	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	46	7	15	0
Mvmt Flow	22	11	12	260	136	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	420	136	136	0	-	0
Stage 1	136	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.56	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.614	-	-	-
Pot Cap-1 Maneuver	594	867	1217	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	587	867	1217	-	-	-
Mov Cap-2 Maneuver	587	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1217	-	658	-	-
HCM Lane V/C Ratio	0.01	-	0.05	-	-
HCM Control Delay (s)	8	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	12	14	179	282	5
Future Vol, veh/h	13	12	14	179	282	5
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, %	15	17	0	6	5	0
Mvmt Flow	14	13	15	195	307	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	310	312	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	225	-	-	-	-	-
Critical Hdwy	6.55	6.37	4.1	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.453	2.2	-	-	-
Pot Cap-1 Maneuver	484	696	1260	-	-	-
Stage 1	715	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	478	696	1260	-	-	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	563	-	-
HCM Lane V/C Ratio	0.012	-	0.048	-	-
HCM Control Delay (s)	7.9	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	10	11	336	169	1
Future Vol, veh/h	22	10	11	336	169	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	46	5	11	0
Mvmt Flow	24	11	12	365	184	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	574	185	185	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.56	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.614	-	-	-
Pot Cap-1 Maneuver	484	813	1164	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	478	813	1164	-	-	-
Mov Cap-2 Maneuver	478	-	-	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1164	-	549	-	-
HCM Lane V/C Ratio	0.01	-	0.063	-	-
HCM Control Delay (s)	8.1	0	12	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	12	14	254	412	7
Future Vol, veh/h	13	12	14	254	412	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	15	17	0	4	3	0
Mvmt Flow	14	13	15	276	448	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	758	452	456	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.55	6.37	4.1	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.453	2.2	-	-	-
Pot Cap-1 Maneuver	357	577	1115	-	-	-
Stage 1	614	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	351	577	1115	-	-	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1115	-	432	-	-
HCM Lane V/C Ratio	0.014	-	0.063	-	-
HCM Control Delay (s)	8.3	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	67	0	0	128
Future Vol, veh/h	0	0	67	0	0	128
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	2
Mvmt Flow	0	0	73	0	0	139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	212	73	0	0	73	0
Stage 1	73	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	781	995	-	-	1527	-
Stage 1	955	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	781	995	-	-	1527	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	893	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1527	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	118	0	0	93
Future Vol, veh/h	0	0	118	0	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	0	0	6
Mvmt Flow	0	0	128	0	0	101

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	229	128	0	0	128	0
Stage 1	128	-	-	-	-	-
Stage 2	101	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	764	927	-	-	1470	-
Stage 1	903	-	-	-	-	-
Stage 2	928	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	764	927	-	-	1470	-
Mov Cap-2 Maneuver	764	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	928	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1470	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	107	0	0	249
Future Vol, veh/h	0	0	107	0	0	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	1
Mvmt Flow	0	0	116	0	0	271

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	387	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.12	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.218	-
Pot Cap-1 Maneuver	620	942	-	-	1473	-
Stage 1	914	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	620	942	-	-	1473	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	779	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1473	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	322	0	0	551
Future Vol, veh/h	0	0	322	0	0	551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	0	0	350	0	0	599

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	949	350	0	0	350	0
Stage 1	350	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	291	698	-	-	1220	-
Stage 1	718	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	291	698	-	-	1220	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	553	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	1220	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	1	6	0	0	29
Future Vol, veh/h	6	1	6	0	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	17	0	0	14
Mvmt Flow	7	1	7	0	0	32

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	39	7	0	0	7	0
Stage 1	7	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	978	1081	-	-	1627	-
Stage 1	1021	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	978	1081	-	-	1627	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	996	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	991	1627	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	8.7	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	2	26	3	0	6
Future Vol, veh/h	1	2	26	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	17
Mvmt Flow	1	2	28	3	0	7

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	37	30	0	0	31	0
Stage 1	30	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	981	1050	-	-	1595	-
Stage 1	998	-	-	-	-	-
Stage 2	1021	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	981	1050	-	-	1595	-
Mov Cap-2 Maneuver	981	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	1021	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1026	1595	-
HCM Lane V/C Ratio	-	-	0.003	-	-
HCM Control Delay (s)	-	-	8.5	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	1	10	101	3	36
Future Vol, veh/h	6	1	10	101	3	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	10	0	0	11
Mvmt Flow	7	1	11	110	3	39

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	111	66	0	0	121	0
Stage 1	66	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	891	1003	-	-	1479	-
Stage 1	962	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	889	1003	-	-	1479	-
Mov Cap-2 Maneuver	889	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	981	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	0.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	904	1479	-
HCM Lane V/C Ratio	-	-	0.008	0.002	-
HCM Control Delay (s)	-	-	9	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	98	4	34	5	0	16
Future Vol, veh/h	98	4	34	5	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	0	17
Mvmt Flow	107	4	37	5	0	17

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	57	40	0	0	42	0
Stage 1	40	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	955	1037	-	-	1580	-
Stage 1	988	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	955	1037	-	-	1580	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	958	1580	-
HCM Lane V/C Ratio	-	-	0.116	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	9	0	0	0
Future Vol, veh/h	0	21	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	5	44	0	0	0
Mvmt Flow	0	23	10	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	33	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	23	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1623	-	-	-	986	1077
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1623	-	-	-	986	1077
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	1018	-
Stage 2	-	-	-	-	1005	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1623	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	21	0	0	0
Future Vol, veh/h	0	19	21	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	16	0	0	0	0
Mvmt Flow	0	21	23	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	23	0	-	0	44	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1605	-	-	-	972	1060
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1605	-	-	-	972	1060
Mov Cap-2 Maneuver	-	-	-	-	972	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1007	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1605	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	0	0	114	0	0
Future Vol, veh/h	28	0	0	114	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	4	0	0
Mvmt Flow	30	0	0	124	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	30	0	154	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	124	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1596	-	842	1050
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	842	1050
Mov Cap-2 Maneuver	-	-	-	-	842	-
Stage 1	-	-	-	-	998	-
Stage 2	-	-	-	-	907	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1596	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	2	0	31	3	1
Future Vol, veh/h	126	2	0	31	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	0	0	0	0
Mvmt Flow	137	2	0	34	3	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	172	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	34	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1457	-	823	916
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	994	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	823	916
Mov Cap-2 Maneuver	-	-	-	-	823	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	994	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	844	-	-	1457	-
HCM Lane V/C Ratio	0.005	-	-	-	-
HCM Control Delay (s)	9.3	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	2	2	3	7	18
Future Vol, veh/h	18	2	2	3	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	17	0	0	33	29	0
Mvmt Flow	20	2	2	3	8	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	18	28	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.57	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	954	1066	1599	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	978	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	953	1066	1599	-	-	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	966	-	-	-	-	-
Stage 2	978	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	963	-	-
HCM Lane V/C Ratio	0.001	-	0.023	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1	0	6	5	7
Future Vol, veh/h	23	1	0	6	5	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	0	0	0	20	0
Mvmt Flow	25	1	0	7	5	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	16	9	13	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	7	-	-	-	-	-
Critical Hdwy	6.44	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	997	1079	1619	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	997	1079	1619	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1011	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1619	-	1000	-	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	1	101	6	5	12
Future Vol, veh/h	30	1	101	6	5	12
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, %	13	0	0	33	29	0
Mvmt Flow	33	1	110	7	5	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	239	12	18	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.53	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	726	1074	1612	-	-	-
Stage 1	983	-	-	-	-	-
Stage 2	785	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	1074	1612	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	785	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1612	-	685	-	-
HCM Lane V/C Ratio	0.068	-	0.049	-	-
HCM Control Delay (s)	7.4	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	123	4	4	3	7	26
Future Vol, veh/h	123	4	4	3	7	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	0	0	14	0
Mvmt Flow	134	4	4	3	8	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	22	36	0	-	0
Stage 1	22	-	-	-	-	-
Stage 2	11	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	983	1061	1588	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1061	1588	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1000	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	4.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	982	-	-
HCM Lane V/C Ratio	0.003	-	0.141	-	-
HCM Control Delay (s)	7.3	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	0	1	6	3
Future Vol, veh/h	0	5	0	1	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	20	0	100	17	33
Mvmt Flow	0	5	0	1	7	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	18	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.4	6.4	-	-	4.27	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	-	-	2.353	-
Pot Cap-1 Maneuver	1005	1033	-	-	1529	-
Stage 1	1028	-	-	-	-	-
Stage 2	1011	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1000	1033	-	-	1529	-
Mov Cap-2 Maneuver	1000	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	4.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1033	1529	-
HCM Lane V/C Ratio	-	-	0.005	0.004	-
HCM Control Delay (s)	-	-	8.5	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	4	0	4	4
Future Vol, veh/h	0	1	4	0	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1	4	0	4	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	16	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1008	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1085	-	-	1631	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.3	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	102	4	0	4	4
Future Vol, veh/h	0	102	4	0	4	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	111	4	0	4	4

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	16	4	0	0	4	0
Stage 1	4	-	-	-	-	-
Stage 2	12	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1008	1085	-	-	1631	-
Stage 1	1024	-	-	-	-	-
Stage 2	1016	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1006	1085	-	-	1631	-
Mov Cap-2 Maneuver	1006	-	-	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	1014	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.7	0	3.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1085	1631	-
HCM Lane V/C Ratio	-	-	0.102	0.003	-
HCM Control Delay (s)	-	-	8.7	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	6.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	0	1	8	3
Future Vol, veh/h	0	7	0	1	8	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	8	0	1	9	3

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	22	1	0	0	1	0
Stage 1	1	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	1000	1090	-	-	1635	-
Stage 1	1028	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	994	1090	-	-	1635	-
Mov Cap-2 Maneuver	994	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1001	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.3	0	5.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1090	1635	-
HCM Lane V/C Ratio	-	-	0.007	0.005	-
HCM Control Delay (s)	-	-	8.3	7.2	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	31	0	1	7	0	0	8	0	0	3	2
Future Vol, veh/h	0	31	0	1	7	0	0	8	0	0	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	34	0	1	8	0	0	9	0	0	3	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	17	13	4	30	14	9	5	0	0	9	0	0
Stage 1	4	4	-	9	9	-	-	-	-	-	-	-
Stage 2	13	9	-	21	5	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	1003	879	1085	984	884	1079	1630	-	-	1624	-	-
Stage 1	1024	890	-	1017	892	-	-	-	-	-	-	-
Stage 2	1013	886	-	1003	896	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	996	879	1085	955	884	1079	1630	-	-	1624	-	-
Mov Cap-2 Maneuver	996	879	-	955	884	-	-	-	-	-	-	-
Stage 1	1024	890	-	1017	892	-	-	-	-	-	-	-
Stage 2	1004	886	-	965	896	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1630	-	-	879	892	1624	-	-
HCM Lane V/C Ratio	-	-	-	0.038	0.01	-	-	-
HCM Control Delay (s)	0	-	-	9.3	9.1	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	12	0	0	19	0	1	8	0	1	2	0
Future Vol, veh/h	5	12	0	0	19	0	1	8	0	1	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	13	0	0	21	0	1	9	0	1	2	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	26	15	2	22	15	9	2	0	0	9	0	0
Stage 1	4	4	-	11	11	-	-	-	-	-	-	-
Stage 2	22	11	-	11	4	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	990	883	1088	995	883	1079	1634	-	-	1624	-	-
Stage 1	1024	897	-	1015	890	-	-	-	-	-	-	-
Stage 2	1002	890	-	1015	897	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	971	881	1088	982	881	1079	1634	-	-	1624	-	-
Mov Cap-2 Maneuver	971	881	-	982	881	-	-	-	-	-	-	-
Stage 1	1023	896	-	1014	889	-	-	-	-	-	-	-
Stage 2	978	889	-	999	896	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.2	0.8	2.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1634	-	-	906	881	1624	-	-
HCM Lane V/C Ratio	0.001	-	-	0.02	0.023	0.001	-	-
HCM Control Delay (s)	7.2	0	-	9.1	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	31	0	1	104	0	4	13	0	0	6	2
Future Vol, veh/h	0	31	0	1	104	0	4	13	0	0	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	3	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	34	0	1	113	0	4	14	0	0	7	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	87	30	8	47	31	14	9	0	0	14	0	0
Stage 1	8	8	-	22	22	-	-	-	-	-	-	-
Stage 2	79	22	-	25	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.53	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.53	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.027	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	904	861	1080	959	866	1072	1624	-	-	1617	-	-
Stage 1	1019	887	-	1002	881	-	-	-	-	-	-	-
Stage 2	935	875	-	998	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	812	859	1080	929	864	1072	1624	-	-	1617	-	-
Mov Cap-2 Maneuver	812	859	-	929	864	-	-	-	-	-	-	-
Stage 1	1017	887	-	1000	879	-	-	-	-	-	-	-
Stage 2	813	873	-	960	892	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.8	1.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1624	-	-	859	865	1617	-	-
HCM Lane V/C Ratio	0.003	-	-	0.039	0.132	-	-	-
HCM Control Delay (s)	7.2	0	-	9.4	9.8	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	12	2	0	19	0	3	13	0	1	6	0
Future Vol, veh/h	5	12	2	0	19	0	3	13	0	1	6	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	13	2	0	21	0	3	14	0	1	7	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	40	29	7	37	29	14	7	0	0	14	0	0
Stage 1	9	9	-	20	20	-	-	-	-	-	-	-
Stage 2	31	20	-	17	9	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	969	868	1081	973	868	1072	1627	-	-	1617	-	-
Stage 1	1017	892	-	1004	883	-	-	-	-	-	-	-
Stage 2	991	883	-	1008	892	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	950	865	1081	957	865	1072	1627	-	-	1617	-	-
Mov Cap-2 Maneuver	950	865	-	957	865	-	-	-	-	-	-	-
Stage 1	1015	891	-	1002	881	-	-	-	-	-	-	-
Stage 2	966	881	-	990	891	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.3	1.4	1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1627	-	-	905	865	1617	-	-
HCM Lane V/C Ratio	0.002	-	-	0.023	0.024	0.001	-	-
HCM Control Delay (s)	7.2	0	-	9.1	9.3	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	2	25	0	1	25
Future Vol, veh/h	0	2	25	0	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	100	12
Mvmt Flow	0	2	27	0	1	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	56	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	5.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	3.1	-
Pot Cap-1 Maneuver	957	1054	-	-	1131	-
Stage 1	1001	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	956	1054	-	-	1131	-
Mov Cap-2 Maneuver	956	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	998	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.4	0	0.3
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1131	-	1054	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	8.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	1	26	1	2	81
Future Vol, veh/h	1	1	26	1	2	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	1
Mvmt Flow	1	1	28	1	2	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	121	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	879	1052	-	-	1597	-
Stage 1	999	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	878	1052	-	-	1597	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.8	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1597	-	957	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	0	2	25	0	98	25
Future Vol, veh/h	0	2	25	0	98	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	4	0	1	12
Mvmt Flow	0	2	27	0	107	27

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	268	27	0	0	27	0
Stage 1	27	-	-	-	-	-
Stage 2	241	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.11	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.209	-
Pot Cap-1 Maneuver	726	1054	-	-	1593	-
Stage 1	1001	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	677	1054	-	-	1593	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	749	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.4	0	5.9
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1593	-	1054	-	-
HCM Lane V/C Ratio	0.067	-	0.002	-	-
HCM Control Delay (s)	7.4	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	1	1	26	1	2	81
Future Vol, veh/h	1	1	26	1	2	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	12	0	0	1
Mvmt Flow	1	1	28	1	2	88

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	121	29	0	0	29	0
Stage 1	29	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	879	1052	-	-	1597	-
Stage 1	999	-	-	-	-	-
Stage 2	937	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	878	1052	-	-	1597	-
Mov Cap-2 Maneuver	878	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	936	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.8	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1597	-	957	-	-
HCM Lane V/C Ratio	0.001	-	0.002	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.9

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	18	9	12	0	0	16
Future Vol, veh/h	18	9	12	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	0	0	0	0	6
Mvmt Flow	20	10	13	0	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	13	0	-	0	63	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	50	-
Critical Hdwy	4.16	-	-	-	6.4	6.26
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.254	-	-	-	3.5	3.354
Pot Cap-1 Maneuver	1580	-	-	-	948	1056
Stage 1	-	-	-	-	1015	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1580	-	-	-	936	1056
Mov Cap-2 Maneuver	-	-	-	-	936	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	978	-

Approach	SE	NW	SW
HCM Control Delay, s	4.9	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1580	-	1056
HCM Lane V/C Ratio	-	-	0.012	-	0.016
HCM Control Delay (s)	-	-	7.3	0	8.5
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Int Delay, s/veh	4.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	14	12	21	0	1	25
Future Vol, veh/h	14	12	21	0	1	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	8	5	0	100	2
Mvmt Flow	15	13	23	0	1	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	23	0	-	0	66	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	43	-
Critical Hdwy	4.17	-	-	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.263	-	-	-	4.4	3.318
Pot Cap-1 Maneuver	1560	-	-	-	744	1054
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	778	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	737	1054
Mov Cap-2 Maneuver	-	-	-	-	737	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	778	-

Approach	SE	NW	SW
HCM Control Delay, s	3.9	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1560	-	1037
HCM Lane V/C Ratio	-	-	0.01	-	0.027
HCM Control Delay (s)	-	-	7.3	0	8.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.1

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	8	4	38	23	46	6	83	25	7	113	2
Future Vol, veh/h	5	8	4	38	23	46	6	83	25	7	113	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	3	0	0	0	10	0	14	4	100
Mvmt Flow	5	9	4	41	25	50	7	90	27	8	123	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	8.1	8	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	29%	36%	6%
Vol Thru, %	73%	47%	21%	93%
Vol Right, %	22%	24%	43%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	114	17	107	122
LT Vol	6	5	38	7
Through Vol	83	8	23	113
RT Vol	25	4	46	2
Lane Flow Rate	124	18	116	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.023	0.141	0.169
Departure Headway (Hd)	4.235	4.537	4.371	4.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	849	790	822	786
Service Time	2.251	2.558	2.387	2.592
HCM Lane V/C Ratio	0.146	0.023	0.141	0.169
HCM Control Delay	8	7.7	8.1	8.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.1	0.5	0.6

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	10	6	21	15	10	2	123	28	8	90	2
Future Vol, veh/h	0	10	6	21	15	10	2	123	28	8	90	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	5	0	0	0	2	0	0	7	0
Mvmt Flow	0	11	7	23	16	11	2	134	30	9	98	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.4	7.9	8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	0%	46%	8%
Vol Thru, %	80%	62%	33%	90%
Vol Right, %	18%	38%	22%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	153	16	46	100
LT Vol	2	0	21	8
Through Vol	123	10	15	90
RT Vol	28	6	10	2
Lane Flow Rate	166	17	50	109
Geometry Grp	1	1	1	1
Degree of Util (X)	0.184	0.021	0.063	0.125
Departure Headway (Hd)	3.991	4.325	4.556	4.146
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	833	791	853
Service Time	2.065	2.326	2.557	2.228
HCM Lane V/C Ratio	0.187	0.02	0.063	0.128
HCM Control Delay	8	7.4	7.9	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.1	0.2	0.4

Intersection	
Intersection Delay, s/veh	179.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	15	112	62	26	56	42	577	55	16	789	2
Future Vol, veh/h	5	15	112	62	26	56	42	577	55	16	789	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	2	0	0	0	1	0	6	1	100
Mvmt Flow	5	16	122	67	28	61	46	627	60	17	858	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	15.4	16.4	147.1	263
HCM LOS	C	C	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	4%	43%	2%
Vol Thru, %	86%	11%	18%	98%
Vol Right, %	8%	85%	39%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	674	132	144	807
LT Vol	42	5	62	16
Through Vol	577	15	26	789
RT Vol	55	112	56	2
Lane Flow Rate	733	143	157	877
Geometry Grp	1	1	1	1
Degree of Util (X)	1.243	0.293	0.332	1.523
Departure Headway (Hd)	6.846	8.767	9.024	6.655
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	535	413	401	553
Service Time	4.846	6.767	7.024	4.655
HCM Lane V/C Ratio	1.37	0.346	0.392	1.586
HCM Control Delay	147.1	15.4	16.4	263
HCM Lane LOS	F	C	C	F
HCM 95th-tile Q	25.6	1.2	1.4	42.6

Intersection	
Intersection Delay, s/veh	139.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	11	93	24	15	11	35	758	32	9	721	2
Future Vol, veh/h	0	11	93	24	15	11	35	758	32	9	721	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	4	0	0	0	0	0	0	1	0
Mvmt Flow	0	12	101	26	16	12	38	824	35	10	784	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.6	12.6	179	120.9
HCM LOS	B	B	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	4%	0%	48%	1%
Vol Thru, %	92%	11%	30%	98%
Vol Right, %	4%	89%	22%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	825	104	50	732
LT Vol	35	0	24	9
Through Vol	758	11	15	721
RT Vol	32	93	11	2
Lane Flow Rate	897	113	54	796
Geometry Grp	1	1	1	1
Degree of Util (X)	1.334	0.211	0.114	1.187
Departure Headway (Hd)	5.689	7.582	8.509	5.852
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	477	424	629
Service Time	3.689	5.582	6.509	3.852
HCM Lane V/C Ratio	1.389	0.237	0.127	1.266
HCM Control Delay	179	12.6	12.6	120.9
HCM Lane LOS	F	B	B	F
HCM 95th-tile Q	35.4	0.8	0.4	25.2

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	143	156	733	877
Demand Flow Rate, veh/h	143	157	739	889
Vehicles Circulating, veh/h	953	684	39	142
Vehicles Exiting, veh/h	78	94	1057	699
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	10.8	8.0	8.9	15.1
Approach LOS	B	A	A	C

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	143	157	739	889
Cap Entry Lane, veh/h	522	687	1326	1194
Entry HV Adj Factor	1.000	0.994	0.992	0.987
Flow Entry, veh/h	143	156	733	877
Cap Entry, veh/h	522	682	1315	1178
V/C Ratio	0.274	0.229	0.557	0.745
Control Delay, s/veh	10.8	8.0	8.9	15.1
LOS	B	A	A	C
95th %tile Queue, veh	1	1	4	7

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	113	54	897	796
Demand Flow Rate, veh/h	113	55	897	804
Vehicles Circulating, veh/h	829	862	22	81
Vehicles Exiting, veh/h	56	57	920	836
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	8.5	7.6	11.1	10.8
Approach LOS	A	A	B	B

Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	113	55	897	804
Cap Entry Lane, veh/h	592	573	1349	1270
Entry HV Adj Factor	1.000	0.982	1.000	0.990
Flow Entry, veh/h	113	54	897	796
Cap Entry, veh/h	592	562	1349	1258
V/C Ratio	0.191	0.096	0.665	0.633
Control Delay, s/veh	8.5	7.6	11.1	10.8
LOS	A	A	B	B
95th %tile Queue, veh	1	0	5	5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	0	2	0	0
Future Vol, veh/h	1	3	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	0	2	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1025	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1090	1635	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1073	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	3	2	0
Future Vol, veh/h	0	0	0	3	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	2	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1022	1088	1634	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1088	1634	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1025	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1634	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	3	0	2	0	0
Future Vol, veh/h	1	3	0	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	3	0	2	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1025	1090	1635	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1025	1090	1635	-	-	-
Mov Cap-2 Maneuver	1025	-	-	-	-	-
Stage 1	1028	-	-	-	-	-
Stage 2	1026	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1635	-	1073	-	-
HCM Lane V/C Ratio	-	-	0.004	-	-
HCM Control Delay (s)	0	-	8.4	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	3	2	0
Future Vol, veh/h	0	0	0	3	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	0	0	3	2	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	2	2	0	-	0
Stage 1	2	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	1022	1088	1634	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1025	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1088	1634	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1026	-	-	-	-	-
Stage 2	1025	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1634	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	3	1	3	0
Future Vol, veh/h	11	1	3	1	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	33	0	0	0
Mvmt Flow	12	1	3	1	3	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	4	0	-	0	29	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1631	-	-	-	991	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1631	-	-	-	984	1085
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1631	-	-	-	984
HCM Lane V/C Ratio	0.007	-	-	-	0.003
HCM Control Delay (s)	7.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	13	7	7	3
Future Vol, veh/h	0	10	13	7	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	14	8	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	29	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1607	-	-	-	991	1066
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	991	1066
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1017	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1012
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	1	3	1	3	0
Future Vol, veh/h	11	1	3	1	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	33	0	0	0
Mvmt Flow	12	1	3	1	3	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	4	0	-	0	29	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1631	-	-	-	991	1085
Stage 1	-	-	-	-	1024	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1631	-	-	-	984	1085
Mov Cap-2 Maneuver	-	-	-	-	984	-
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	6.6	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1631	-	-	-	984
HCM Lane V/C Ratio	0.007	-	-	-	0.003
HCM Control Delay (s)	7.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	13	7	7	3
Future Vol, veh/h	0	10	13	7	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	11	14	8	8	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	29	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	11	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1607	-	-	-	991	1066
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1017	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	991	1066
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1017	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1012
HCM Lane V/C Ratio	-	-	-	-	0.011
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	7	6	3	4	0	1	23	2	3	10	0
Future Vol, veh/h	1	7	6	3	4	0	1	23	2	3	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	13	0	0	10	0
Mvmt Flow	1	8	7	3	4	0	1	25	2	3	11	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	47	46	11	53	45	26	11	0	0	27	0	0
Stage 1	17	17	-	28	28	-	-	-	-	-	-	-
Stage 2	30	29	-	25	17	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	959	850	1076	951	851	1056	1621	-	-	1600	-	-
Stage 1	1008	885	-	994	876	-	-	-	-	-	-	-
Stage 2	992	875	-	998	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	953	847	1076	937	848	1056	1621	-	-	1600	-	-
Mov Cap-2 Maneuver	953	847	-	937	848	-	-	-	-	-	-	-
Stage 1	1007	883	-	993	875	-	-	-	-	-	-	-
Stage 2	986	874	-	981	883	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.1	0.3	1.7
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1621	-	-	940	884	1600	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.009	0.002	-	-
HCM Control Delay (s)	7.2	0	-	8.9	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	2	5	6	17	8	7	13	0	2	12	4
Future Vol, veh/h	0	2	5	6	17	8	7	13	0	2	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	0	2	5	7	18	9	8	14	0	2	13	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	63	49	15	53	51	14	17	0	0	14	0	0
Stage 1	19	19	-	30	30	-	-	-	-	-	-	-
Stage 2	44	30	-	23	21	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.56	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.054	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	936	846	1070	951	833	1072	1613	-	-	1617	-	-
Stage 1	1005	884	-	992	862	-	-	-	-	-	-	-
Stage 2	975	874	-	1000	870	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	909	841	1070	940	828	1072	1613	-	-	1617	-	-
Mov Cap-2 Maneuver	909	841	-	940	828	-	-	-	-	-	-	-
Stage 1	1000	883	-	987	858	-	-	-	-	-	-	-
Stage 2	942	870	-	991	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.1	2.5	0.8
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1613	-	-	993	902	1617	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008	0.037	0.001	-	-
HCM Control Delay (s)	7.2	0	-	8.7	9.1	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	7	6	6	4	0	1	32	2	3	13	0
Future Vol, veh/h	1	7	6	6	4	0	1	32	2	3	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	9	0	0	8	0
Mvmt Flow	1	8	7	7	4	0	1	35	2	3	14	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	60	59	14	66	58	36	14	0	0	37	0	0
Stage 1	20	20	-	38	38	-	-	-	-	-	-	-
Stage 2	40	39	-	28	20	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	941	836	1072	932	837	1042	1617	-	-	1587	-	-
Stage 1	1004	883	-	982	867	-	-	-	-	-	-	-
Stage 2	980	866	-	994	883	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	935	833	1072	918	834	1042	1617	-	-	1587	-	-
Mov Cap-2 Maneuver	935	833	-	918	834	-	-	-	-	-	-	-
Stage 1	1003	881	-	981	866	-	-	-	-	-	-	-
Stage 2	974	865	-	977	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.9	9.1	0.2	1.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1617	-	-	929	882	1587	-	-
HCM Lane V/C Ratio	0.001	-	-	0.016	0.012	0.002	-	-
HCM Control Delay (s)	7.2	0	-	8.9	9.1	7.3	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	2	5	9	17	8	7	20	0	2	18	4
Future Vol, veh/h	0	2	5	9	17	8	7	20	0	2	18	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	6	0	0	0	0	0	0	0
Mvmt Flow	0	2	5	10	18	9	8	22	0	2	20	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	78	64	22	68	66	22	24	0	0	22	0	0
Stage 1	26	26	-	38	38	-	-	-	-	-	-	-
Stage 2	52	38	-	30	28	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.56	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4.054	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	916	831	1061	930	817	1061	1604	-	-	1607	-	-
Stage 1	997	878	-	982	855	-	-	-	-	-	-	-
Stage 2	966	867	-	992	864	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	826	1061	919	812	1061	1604	-	-	1607	-	-
Mov Cap-2 Maneuver	889	826	-	919	812	-	-	-	-	-	-	-
Stage 1	992	877	-	977	851	-	-	-	-	-	-	-
Stage 2	933	863	-	983	863	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.2	1.9	0.6
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1604	-	-	981	888	1607	-	-
HCM Lane V/C Ratio	0.005	-	-	0.008	0.042	0.001	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.2	7.2	0	-
HCM Lane LOS	A	A	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	24	0	0	8	0	0	2	2	2	0	0
Future Vol, veh/h	0	24	0	0	8	0	0	2	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	26	0	0	9	0	0	2	2	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	26	0	0	35	35	26	37	35	9
Stage 1	-	-	-	-	-	-	26	26	-	9	9	-
Stage 2	-	-	-	-	-	-	9	9	-	28	26	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	1601	-	-	976	861	1056	973	861	1079
Stage 1	-	-	-	-	-	-	997	878	-	1017	892	-
Stage 2	-	-	-	-	-	-	1017	892	-	994	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1624	-	-	1601	-	-	976	861	1056	969	861	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	976	861	-	969	861	-
Stage 1	-	-	-	-	-	-	997	878	-	1017	892	-
Stage 2	-	-	-	-	-	-	1017	892	-	989	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.8	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	949	1624	-	-	1601	-	-	969
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.8	0	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	13	4	2	13	0	0	6	0	2	7	1
Future Vol, veh/h	0	13	4	2	13	0	0	6	0	2	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	4	2	14	0	0	7	0	2	8	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	14	0	0	18	0	0	39	34	16	38	36	14
Stage 1	-	-	-	-	-	-	16	16	-	18	18	-
Stage 2	-	-	-	-	-	-	23	18	-	20	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1617	-	-	1612	-	-	971	863	1069	972	860	1072
Stage 1	-	-	-	-	-	-	1009	886	-	1006	884	-
Stage 2	-	-	-	-	-	-	1000	884	-	1004	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1617	-	-	1612	-	-	962	862	1069	965	859	1072
Mov Cap-2 Maneuver	-	-	-	-	-	-	962	862	-	965	859	-
Stage 1	-	-	-	-	-	-	1009	886	-	1006	883	-
Stage 2	-	-	-	-	-	-	989	883	-	997	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	9.2	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	862	1617	-	-	1612	-	-	897
HCM Lane V/C Ratio	0.008	-	-	-	0.001	-	-	0.012
HCM Control Delay (s)	9.2	0	-	-	7.2	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	24	0	0	11	0	0	2	2	2	0	0
Future Vol, veh/h	0	24	0	0	11	0	0	2	2	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	26	0	0	12	0	0	2	2	2	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	12	0	0	26	0	0	38	38	26	40	38	12
Stage 1	-	-	-	-	-	-	26	26	-	12	12	-
Stage 2	-	-	-	-	-	-	12	12	-	28	26	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1620	-	-	1601	-	-	972	858	1056	969	858	1074
Stage 1	-	-	-	-	-	-	997	878	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	890	-	994	878	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1620	-	-	1601	-	-	972	858	1056	965	858	1074
Mov Cap-2 Maneuver	-	-	-	-	-	-	972	858	-	965	858	-
Stage 1	-	-	-	-	-	-	997	878	-	1014	890	-
Stage 2	-	-	-	-	-	-	1014	890	-	989	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	8.8	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	947	1620	-	-	1601	-	-	965
HCM Lane V/C Ratio	0.005	-	-	-	-	-	-	0.002
HCM Control Delay (s)	8.8	0	-	-	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	13	4	2	16	0	0	6	0	2	7	1
Future Vol, veh/h	0	13	4	2	16	0	0	6	0	2	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	14	4	2	17	0	0	7	0	2	8	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	17	0	0	18	0	0	42	37	16	41	39	17
Stage 1	-	-	-	-	-	-	16	16	-	21	21	-
Stage 2	-	-	-	-	-	-	26	21	-	20	18	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1613	-	-	1612	-	-	966	859	1069	968	857	1068
Stage 1	-	-	-	-	-	-	1009	886	-	1003	882	-
Stage 2	-	-	-	-	-	-	997	882	-	1004	884	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1613	-	-	1612	-	-	957	858	1069	961	856	1068
Mov Cap-2 Maneuver	-	-	-	-	-	-	957	858	-	961	856	-
Stage 1	-	-	-	-	-	-	1009	886	-	1003	881	-
Stage 2	-	-	-	-	-	-	986	881	-	997	884	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.8	9.2	9.1
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	858	1613	-	-	1612	-	-	893
HCM Lane V/C Ratio	0.008	-	-	-	0.001	-	-	0.012
HCM Control Delay (s)	9.2	0	-	-	7.2	0	-	9.1
HCM Lane LOS	A	A	-	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	0	9	9	4
Future Vol, veh/h	6	0	0	9	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	10	10	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	17	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	10	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1627	-	1006	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1018	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1627	-	1006	1081
Mov Cap-2 Maneuver	-	-	-	-	1006	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1018	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1028	-	-	1627	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	2	3	20	2	2
Future Vol, veh/h	6	2	3	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	0	0
Mvmt Flow	7	2	3	22	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	36	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1624	-	982	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	1000	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1624	-	980	1080
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	998	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1028	-	-	1624	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	0	0	12	9	4
Future Vol, veh/h	6	0	0	12	9	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	0	0	13	10	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	7	0	20	7
Stage 1	-	-	-	-	7	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1627	-	1002	1081
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1627	-	1002	1081
Mov Cap-2 Maneuver	-	-	-	-	1002	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1015	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1627	-
HCM Lane V/C Ratio	0.014	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	6	2	3	23	2	2
Future Vol, veh/h	6	2	3	23	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	4	0	0
Mvmt Flow	7	2	3	25	2	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	9	0	39	8
Stage 1	-	-	-	-	8	-
Stage 2	-	-	-	-	31	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1624	-	978	1080
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1624	-	976	1080
Mov Cap-2 Maneuver	-	-	-	-	976	-
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1025	-	-	1624	-
HCM Lane V/C Ratio	0.004	-	-	0.002	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	29	58	2	1	55
Future Vol, veh/h	4	29	58	2	1	55
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, %	50	0	22	0	0	6
Mvmt Flow	4	32	63	2	1	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	126	64	0	0	65	0
Stage 1	64	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	766	1006	-	-	1550	-
Stage 1	850	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	765	1006	-	-	1550	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	851	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.9	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1550	-	969	-	-
HCM Lane V/C Ratio	0.001	-	0.037	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	19	30	2	35	52
Future Vol, veh/h	4	19	30	2	35	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	10	10	0	3	10
Mvmt Flow	4	21	33	2	38	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	167	34	0	0	35	0
Stage 1	34	-	-	-	-	-
Stage 2	133	-	-	-	-	-
Critical Hdwy	6.65	6.3	-	-	4.13	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.39	-	-	2.227	-
Pot Cap-1 Maneuver	773	1017	-	-	1570	-
Stage 1	932	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	754	1017	-	-	1570	-
Mov Cap-2 Maneuver	754	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.9	0	3
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1570	-	959	-	-
HCM Lane V/C Ratio	0.024	-	0.026	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	29	58	2	4	152
Future Vol, veh/h	4	29	58	2	4	152
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, %	50	0	22	0	0	2
Mvmt Flow	4	32	63	2	4	165

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	237	64	0	0	65	0
Stage 1	64	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	657	1006	-	-	1550	-
Stage 1	850	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	655	1006	-	-	1550	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	9	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1550	-	945	-	-
HCM Lane V/C Ratio	0.003	-	0.038	-	-
HCM Control Delay (s)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

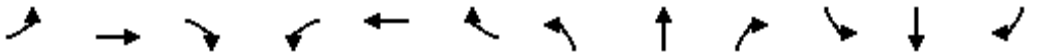
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	4	19	30	2	38	52
Future Vol, veh/h	4	19	30	2	38	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	25	10	10	0	3	10
Mvmt Flow	4	21	33	2	41	57

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	173	34	0	0	35	0
Stage 1	34	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.65	6.3	-	-	4.13	-
Critical Hdwy Stg 1	5.65	-	-	-	-	-
Critical Hdwy Stg 2	5.65	-	-	-	-	-
Follow-up Hdwy	3.725	3.39	-	-	2.227	-
Pot Cap-1 Maneuver	767	1017	-	-	1570	-
Stage 1	932	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	746	1017	-	-	1570	-
Mov Cap-2 Maneuver	746	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	811	-	-	-	-	-

Approach	EB	SE	NW
HCM Control Delay, s	8.9	0	3.1
HCM LOS	A		

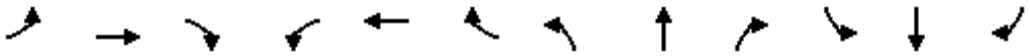
Minor Lane/Major Mvmt	NWL	NWT	EBLn1	SET	SER
Capacity (veh/h)	1570	-	957	-	-
HCM Lane V/C Ratio	0.026	-	0.026	-	-
HCM Control Delay (s)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	8	5	280	9	3	4	96	170	2	162	0
Future Volume (veh/h)	0	8	5	280	9	3	4	96	170	2	162	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1722	1722	1737	1900	1900	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	0	9	5	304	10	3	4	104	185	2	176	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	12	12	12	11	0	0	2	2	2	3	3	3
Cap, veh/h	0	46	26	544	473	142	80	275	475	79	830	0
Arrive On Green	0.00	0.04	0.04	0.21	0.34	0.34	0.45	0.45	0.45	0.45	0.45	0.00
Sat Flow, veh/h	0	1040	578	1654	1403	421	5	613	1059	4	1849	0
Grp Volume(v), veh/h	0	0	14	304	0	13	293	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1618	1654	0	1824	1677	0	0	1853	0	0
Q Serve(g_s), s	0.0	0.0	0.4	7.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.4	7.4	0.0	0.2	5.4	0.0	0.0	2.7	0.0	0.0
Prop In Lane	0.00		0.36	1.00		0.23	0.01		0.63	0.01		0.00
Lane Grp Cap(c), veh/h	0	0	72	544	0	615	831	0	0	910	0	0
V/C Ratio(X)	0.00	0.00	0.20	0.56	0.00	0.02	0.35	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	0	0	346	731	0	1131	831	0	0	910	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	21.6	14.3	0.0	10.3	8.6	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	0.9	0.0	0.0	1.2	0.0	0.0	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(50%),veh/ln	0.0	0.0	0.2	2.5	0.0	0.1	1.5	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	22.9	15.2	0.0	10.4	9.8	0.0	0.0	8.3	0.0	0.0
LnGrp LOS	A	A	C	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		14			317			293			178	
Approach Delay, s/veh		22.9			15.0			9.8			8.3	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		26.0	13.7	7.1		26.0		20.8				
Change Period (Y+Rc), s		5.0	4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		21.0	15.0	10.0		21.0		29.0				
Max Q Clear Time (g_c+I1), s		7.4	9.4	2.4		4.7		2.2				
Green Ext Time (p_c), s		1.3	0.5	0.0		0.7		0.0				

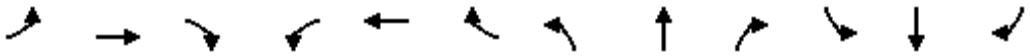
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	4	5	401	36	8	6	161	149	3	108	1
Future Volume (veh/h)	0	4	5	401	36	8	6	161	149	3	108	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1796	1900	1900	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	0	4	5	436	39	9	7	175	162	3	117	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	7	0	0	2	2	2	6	6	6
Cap, veh/h	0	59	73	692	628	145	77	342	308	77	675	6
Arrive On Green	0.00	0.08	0.08	0.26	0.42	0.42	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	0	768	960	1711	1493	345	10	900	810	9	1777	15
Grp Volume(v), veh/h	0	0	9	436	0	48	344	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1727	1711	0	1838	1720	0	0	1801	0	0
Q Serve(g_s), s	0.0	0.0	0.2	10.6	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.2	10.6	0.0	0.8	7.7	0.0	0.0	2.2	0.0	0.0
Prop In Lane	0.00		0.56	1.00		0.19	0.02		0.47	0.02		0.01
Lane Grp Cap(c), veh/h	0	0	132	692	0	773	726	0	0	758	0	0
V/C Ratio(X)	0.00	0.00	0.07	0.63	0.00	0.06	0.47	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	0	0	345	822	0	1139	726	0	0	758	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	21.4	13.0	0.0	8.6	12.0	0.0	0.0	10.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.2	0.0	0.0	2.2	0.0	0.0	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(50%),veh/ln	0.0	0.0	0.1	3.6	0.0	0.3	2.6	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	21.7	14.1	0.0	8.7	14.2	0.0	0.0	10.8	0.0	0.0
LnGrp LOS	A	A	C	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		9			484			344			121	
Approach Delay, s/veh		21.7			13.6			14.2			10.8	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		24.0	17.2	8.8		24.0		26.0				
Change Period (Y+Rc), s		5.0	4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0	17.0	10.0		19.0		31.0				
Max Q Clear Time (g_c+I1), s		9.7	12.6	2.2		4.2		2.8				
Green Ext Time (p_c), s		1.3	0.6	0.0		0.4		0.2				

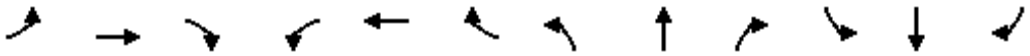
Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	22	2	70	9	313	4	623	204	5	965	2
Future Volume (veh/h)	5	22	2	70	9	313	4	623	204	5	965	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1841	1900	1900	1900	1752	1900	1900	1767	1900	1900	1900
Adj Flow Rate, veh/h	5	24	2	76	10	340	4	677	222	5	1049	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	20	4	0	0	0	10	0	0	9	0	0	0
Cap, veh/h	62	175	13	352	11	381	47	860	281	48	1189	2
Arrive On Green	0.13	0.13	0.13	0.06	0.24	0.24	0.63	0.63	0.63	0.63	0.63	0.63
Sat Flow, veh/h	67	1355	98	1810	46	1571	2	1368	446	2	1890	4
Grp Volume(v), veh/h	31	0	0	76	0	350	903	0	0	1056	0	0
Grp Sat Flow(s),veh/h/ln	1520	0	0	1810	0	1617	1816	0	0	1895	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.7	0.0	16.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.5	0.0	0.0	2.7	0.0	16.3	28.5	0.0	0.0	36.2	0.0	0.0
Prop In Lane	0.16		0.06	1.00		0.97	0.00		0.25	0.00		0.00
Lane Grp Cap(c), veh/h	250	0	0	352	0	392	1189	0	0	1239	0	0
V/C Ratio(X)	0.12	0.00	0.00	0.22	0.00	0.89	0.76	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	250	0	0	402	0	436	1189	0	0	1239	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	30.1	0.0	0.0	24.9	0.0	28.5	10.6	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	18.9	4.6	0.0	0.0	7.5	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(50%),veh/ln	0.5	0.0	0.0	1.1	0.0	8.1	9.5	0.0	0.0	13.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.3	0.0	0.0	25.2	0.0	47.5	15.2	0.0	0.0	19.6	0.0	0.0
LnGrp LOS	C	A	A	C	A	D	B	A	A	B	A	A
Approach Vol, veh/h		31			426			903			1056	
Approach Delay, s/veh		30.3			43.5			15.2			19.6	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		54.0	8.8	15.0		54.0		23.9				
Change Period (Y+Rc), s		5.0	4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		49.0	7.0	10.0		49.0		21.0				
Max Q Clear Time (g_c+I1), s		30.5	4.7	9.5		38.2		18.3				
Green Ext Time (p_c), s		6.3	0.0	0.0		5.8		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	5	517	37	43	8	797	191	19	813	1
Future Volume (veh/h)	0	6	5	517	37	43	8	797	191	19	813	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	0	7	5	562	40	47	9	866	208	21	884	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	5	0	0	0	0	5	0	1	0
Cap, veh/h	0	59	42	534	257	302	34	872	208	43	1006	1
Arrive On Green	0.00	0.06	0.06	0.23	0.32	0.32	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	0	1031	736	1739	796	935	5	1475	352	19	1702	2
Grp Volume(v), veh/h	0	0	12	562	0	87	1083	0	0	906	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1767	1739	0	1732	1832	0	0	1722	0	0
Q Serve(g_s), s	0.0	0.0	0.8	27.0	0.0	4.2	19.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.8	27.0	0.0	4.2	69.0	0.0	0.0	49.4	0.0	0.0
Prop In Lane	0.00		0.42	1.00		0.54	0.01		0.19	0.02		0.00
Lane Grp Cap(c), veh/h	0	0	102	534	0	560	1114	0	0	1050	0	0
V/C Ratio(X)	0.00	0.00	0.12	1.05	0.00	0.16	0.97	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	0	0	151	534	0	608	1114	0	0	1050	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	52.2	41.2	0.0	28.1	23.8	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	53.5	0.0	0.1	21.0	0.0	0.0	9.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	10.7	0.0	1.8	32.0	0.0	0.0	20.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	52.7	94.7	0.0	28.3	44.8	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	A	A	D	F	A	C	D	A	A	C	A	A
Approach Vol, veh/h		12			649			1083			906	
Approach Delay, s/veh		52.7			85.8			44.8			28.4	
Approach LOS		D			F			D			C	

Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		74.0	31.0	11.7		74.0		42.7				
Change Period (Y+Rc), s		5.0	4.0	5.0		5.0		5.0				
Max Green Setting (Gmax), s		69.0	27.0	10.0		69.0		41.0				
Max Q Clear Time (g_c+I1), s		71.0	29.0	2.8		51.4		6.2				
Green Ext Time (p_c), s		0.0	0.0	0.0		6.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			49.3									
HCM 6th LOS			D									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	22	2	70	9	313	4	623	204	5	965	2
Future Volume (veh/h)	5	22	2	70	9	313	4	623	204	5	965	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1604	1841	1900	1900	1900	1752	1900	1900	1767	1900	1900	1900
Adj Flow Rate, veh/h	5	24	2	76	10	340	4	677	222	5	1049	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	20	4	0	0	0	10	0	0	9	0	0	0
Cap, veh/h	64	149	11	257	11	385	48	854	279	48	1180	2
Arrive On Green	0.11	0.11	0.11	0.07	0.25	0.25	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	89	1392	102	3510	46	1571	2	1368	446	2	1890	4
Grp Volume(v), veh/h	31	0	0	76	0	350	903	0	0	1056	0	0
Grp Sat Flow(s),veh/h/ln	1584	0	0	1755	0	1617	1816	0	0	1895	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	1.6	0.0	16.0	28.4	0.0	0.0	36.1	0.0	0.0
Prop In Lane	0.16		0.06	1.00		0.97	0.00		0.25	0.00		0.00
Lane Grp Cap(c), veh/h	224	0	0	257	0	396	1181	0	0	1231	0	0
V/C Ratio(X)	0.14	0.00	0.00	0.30	0.00	0.88	0.76	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	261	0	0	320	0	463	1181	0	0	1231	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	31.2	0.0	0.0	33.7	0.0	27.9	10.7	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.6	0.0	16.2	4.7	0.0	0.0	7.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.7	0.0	7.7	9.5	0.0	0.0	13.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	0.0	34.4	0.0	44.1	15.5	0.0	0.0	20.0	0.0	0.0
LnGrp LOS	C	A	A	C	A	D	B	A	A	C	A	A
Approach Vol, veh/h		31			426			903			1056	
Approach Delay, s/veh		31.5			42.4			15.5			20.0	
Approach LOS		C			D			B			C	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	53.0	10.6	13.2	53.0	23.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	48.0	7.0	10.0	48.0	22.0
Max Q Clear Time (g_c+I1), s	30.4	3.6	7.4	38.1	18.0
Green Ext Time (p_c), s	6.2	0.0	0.0	5.4	0.8

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	6	5	517	37	43	8	797	191	19	813	1
Future Volume (veh/h)	0	6	5	517	37	43	8	797	191	19	813	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1826	1900	1900	1900	1900	1826	1900	1885	1900
Adj Flow Rate, veh/h	0	7	5	562	40	47	9	866	208	21	884	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	5	0	0	0	0	5	0	1	0
Cap, veh/h	0	61	44	642	234	275	36	906	216	45	1077	1
Arrive On Green	0.00	0.06	0.06	0.19	0.29	0.29	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	0	1031	736	3374	796	935	5	1470	351	20	1747	2
Grp Volume(v), veh/h	0	0	12	562	0	87	1083	0	0	906	0	0
Grp Sat Flow(s),veh/h/ln	0	0	1767	1687	0	1732	1826	0	0	1769	0	0
Q Serve(g_s), s	0.0	0.0	0.7	18.1	0.0	4.2	17.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.7	18.1	0.0	4.2	62.4	0.0	0.0	41.9	0.0	0.0
Prop In Lane	0.00		0.42	1.00		0.54	0.01		0.19	0.02		0.00
Lane Grp Cap(c), veh/h	0	0	105	642	0	510	1158	0	0	1123	0	0
V/C Ratio(X)	0.00	0.00	0.11	0.88	0.00	0.17	0.94	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	0	0	158	783	0	634	1158	0	0	1123	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	49.8	44.1	0.0	29.3	20.1	0.0	0.0	15.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.5	9.4	0.0	0.2	14.9	0.0	0.0	6.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	8.4	0.0	1.8	26.9	0.0	0.0	16.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	50.3	53.5	0.0	29.5	35.0	0.0	0.0	22.2	0.0	0.0
LnGrp LOS	A	A	D	D	A	C	D	A	A	C	A	A
Approach Vol, veh/h		12			649			1083			906	
Approach Delay, s/veh		50.3			50.3			35.0			22.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	2	3	4	6	8
Phs Duration (G+Y+Rc), s	74.0	26.3	11.7	74.0	38.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	69.0	26.0	10.0	69.0	41.0
Max Q Clear Time (g_c+I1), s	64.4	20.1	2.7	43.9	6.2
Green Ext Time (p_c), s	3.0	1.2	0.0	7.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	34.4
HCM 6th LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	80	0	225	0	0	0	0	329	107	182	312	0
Future Volume (veh/h)	80	0	225	0	0	0	0	329	107	182	312	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1737	1737	1856	1752	0
Adj Flow Rate, veh/h	87	0	245				0	358	116	198	339	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	11	11	3	10	0
Cap, veh/h	99	0	279				0	553	179	490	1059	0
Arrive On Green	0.23	0.00	0.23				0.00	0.44	0.44	0.10	0.60	0.00
Sat Flow, veh/h	434	0	1224				0	1257	407	1767	1752	0
Grp Volume(v), veh/h	332	0	0				0	0	474	198	339	0
Grp Sat Flow(s),veh/h/ln	1658	0	0				0	0	1664	1767	1752	0
Q Serve(g_s), s	11.5	0.0	0.0				0.0	0.0	13.3	3.2	5.7	0.0
Cycle Q Clear(g_c), s	11.5	0.0	0.0				0.0	0.0	13.3	3.2	5.7	0.0
Prop In Lane	0.26		0.74				0.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	378	0	0				0	0	732	490	1059	0
V/C Ratio(X)	0.88	0.00	0.00				0.00	0.00	0.65	0.40	0.32	0.00
Avail Cap(c_a), veh/h	390	0	0				0	0	732	527	1059	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0				0.0	0.0	13.0	8.7	5.8	0.0
Incr Delay (d2), s/veh	19.6	0.0	0.0				0.0	0.0	4.4	0.5	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0				0.0	0.0	4.7	0.8	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	0.0				0.0	0.0	17.4	9.2	6.6	0.0
LnGrp LOS	D	A	A				A	A	B	A	A	A
Approach Vol, veh/h		332						474			537	
Approach Delay, s/veh		41.8						17.4			7.6	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.8	31.2		18.6		41.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	7.8	25.0		14.0		36.0
Max Q Clear Time (g_c+I1), s	15.2	15.3		13.5		7.7
Green Ext Time (p_c), s	0.1	1.9		0.1		1.9

Intersection Summary	
HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	86	3	204	0	0	0	0	318	109	246	294	0
Future Volume (veh/h)	86	3	204	0	0	0	0	318	109	246	294	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1722	1722	1826	1648	0
Adj Flow Rate, veh/h	93	3	222				0	346	118	267	320	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0				0	12	12	5	17	0
Cap, veh/h	107	3	256				0	529	180	504	1005	0
Arrive On Green	0.22	0.22	0.22				0.00	0.43	0.43	0.11	0.61	0.00
Sat Flow, veh/h	487	16	1163				0	1228	419	1739	1648	0
Grp Volume(v), veh/h	318	0	0				0	0	464	267	320	0
Grp Sat Flow(s),veh/h/ln	1666	0	0				0	0	1647	1739	1648	0
Q Serve(g_s), s	10.8	0.0	0.0				0.0	0.0	13.2	4.5	5.5	0.0
Cycle Q Clear(g_c), s	10.8	0.0	0.0				0.0	0.0	13.2	4.5	5.5	0.0
Prop In Lane	0.29		0.70				0.00		0.25	1.00		0.00
Lane Grp Cap(c), veh/h	367	0	0				0	0	710	504	1005	0
V/C Ratio(X)	0.87	0.00	0.00				0.00	0.00	0.65	0.53	0.32	0.00
Avail Cap(c_a), veh/h	395	0	0				0	0	710	546	1005	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	0.0				0.0	0.0	13.3	9.0	5.6	0.0
Incr Delay (d2), s/veh	17.1	0.0	0.0				0.0	0.0	4.7	0.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0				0.0	0.0	4.6	1.2	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	0.0				0.0	0.0	18.0	9.9	6.4	0.0
LnGrp LOS	D	A	A				A	A	B	A	A	A
Approach Vol, veh/h		318						464			587	
Approach Delay, s/veh		39.2						18.0			8.0	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.6	30.4		18.0		41.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	8.6	24.0		14.0		36.0
Max Q Clear Time (g_c+I1), s	6.5	15.2		12.8		7.5
Green Ext Time (p_c), s	0.1	1.8		0.2		1.8

Intersection Summary	
HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	462	0	343	0	0	0	0	479	107	343	462	0
Future Volume (veh/h)	462	0	343	0	0	0	0	479	107	343	462	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1752				0	1781	1366	1870	1796	0
Adj Flow Rate, veh/h	502	0	373				0	521	116	373	502	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	10				0	8	36	2	7	0
Cap, veh/h	230	0	171				0	588	131	387	1078	0
Arrive On Green	0.23	0.00	0.23				0.00	0.42	0.42	0.12	0.60	0.00
Sat Flow, veh/h	986	0	733				0	1411	314	1781	1796	0
Grp Volume(v), veh/h	875	0	0				0	0	637	373	502	0
Grp Sat Flow(s),veh/h/ln	1719	0	0				0	0	1725	1781	1796	0
Q Serve(g_s), s	14.0	0.0	0.0				0.0	0.0	20.5	6.9	9.3	0.0
Cycle Q Clear(g_c), s	14.0	0.0	0.0				0.0	0.0	20.5	6.9	9.3	0.0
Prop In Lane	0.57		0.43				0.00		0.18	1.00		0.00
Lane Grp Cap(c), veh/h	401	0	0				0	0	719	387	1078	0
V/C Ratio(X)	2.18	0.00	0.00				0.00	0.00	0.89	0.96	0.47	0.00
Avail Cap(c_a), veh/h	401	0	0				0	0	719	387	1078	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	0.0	0.0				0.0	0.0	16.2	12.8	6.7	0.0
Incr Delay (d2), s/veh	539.9	0.0	0.0				0.0	0.0	15.1	36.1	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	65.3	0.0	0.0				0.0	0.0	9.2	5.6	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	562.9	0.0	0.0				0.0	0.0	31.3	48.9	8.1	0.0
LnGrp LOS	F	A	A				A	A	C	D	A	A
Approach Vol, veh/h		875						637			875	
Approach Delay, s/veh		562.9						31.3			25.5	
Approach LOS		F						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	11.0	30.0		19.0		41.0						
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	7.0	25.0		14.0		36.0						
Max Q Clear Time (g_c+I1), s	16.0	22.5		16.0		11.3						
Green Ext Time (p_c), s	0.0	1.0		0.0		3.0						

Intersection Summary	
HCM 6th Ctrl Delay	224.1
HCM 6th LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	597	3	378	0	0	0	0	465	109	410	365	0
Future Volume (veh/h)	597	3	378	0	0	0	0	465	109	410	365	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1737				0	1781	1426	1856	1693	0
Adj Flow Rate, veh/h	649	3	411				0	505	118	446	397	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	11				0	8	32	3	14	0
Cap, veh/h	246	1	156				0	559	131	403	1016	0
Arrive On Green	0.23	0.23	0.23				0.00	0.40	0.40	0.13	0.60	0.00
Sat Flow, veh/h	1054	5	668				0	1396	326	1767	1693	0
Grp Volume(v), veh/h	1063	0	0				0	0	623	446	397	0
Grp Sat Flow(s),veh/h/ln	1727	0	0				0	0	1723	1767	1693	0
Q Serve(g_s), s	14.0	0.0	0.0				0.0	0.0	20.4	8.0	7.4	0.0
Cycle Q Clear(g_c), s	14.0	0.0	0.0				0.0	0.0	20.4	8.0	7.4	0.0
Prop In Lane	0.61		0.39				0.00		0.19	1.00		0.00
Lane Grp Cap(c), veh/h	403	0	0				0	0	689	403	1016	0
V/C Ratio(X)	2.64	0.00	0.00				0.00	0.00	0.90	1.11	0.39	0.00
Avail Cap(c_a), veh/h	403	0	0				0	0	689	403	1016	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.0	0.0	0.0				0.0	0.0	16.9	13.3	6.3	0.0
Incr Delay (d2), s/veh	744.1	0.0	0.0				0.0	0.0	17.5	76.5	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	38.5	0.0	0.0				0.0	0.0	9.6	10.6	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	767.1	0.0	0.0				0.0	0.0	34.4	89.8	7.4	0.0
LnGrp LOS	F	A	A				A	A	C	F	A	A
Approach Vol, veh/h		1063						623			843	
Approach Delay, s/veh		767.1						34.4			51.0	
Approach LOS		F						C			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.0	29.0		19.0		41.0
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	8.0	24.0		14.0		36.0
Max Q Clear Time (g_c+I1), s	10.0	22.4		16.0		9.4
Green Ext Time (p_c), s	0.0	0.6		0.0		2.3

Intersection Summary	
HCM 6th Ctrl Delay	347.9
HCM 6th LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	462	0	343	0	0	0	0	479	107	343	462	0
Future Volume (veh/h)	462	0	343	0	0	0	0	479	107	343	462	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1752				0	1781	1366	1870	1796	0
Adj Flow Rate, veh/h	502	0	373				0	521	116	373	502	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	10				0	8	36	2	7	0
Cap, veh/h	632	0	527				0	706	459	416	1247	0
Arrive On Green	0.18	0.00	0.18				0.00	0.40	0.40	0.23	0.69	0.00
Sat Flow, veh/h	3563	0	2969				0	1781	1158	1781	1796	0
Grp Volume(v), veh/h	502	0	373				0	521	116	373	502	0
Grp Sat Flow(s),veh/h/ln	1781	0	1485				0	1781	1158	1781	1796	0
Q Serve(g_s), s	10.5	0.0	9.2				0.0	19.4	5.2	15.8	9.2	0.0
Cycle Q Clear(g_c), s	10.5	0.0	9.2				0.0	19.4	5.2	15.8	9.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	632	0	527				0	706	459	416	1247	0
V/C Ratio(X)	0.79	0.00	0.71				0.00	0.74	0.25	0.90	0.40	0.00
Avail Cap(c_a), veh/h	733	0	611				0	706	459	481	1247	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	30.1				0.0	20.0	15.8	28.9	5.1	0.0
Incr Delay (d2), s/veh	5.3	0.0	3.2				0.0	6.8	1.3	17.7	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	3.4				0.0	8.3	1.4	8.2	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	33.3				0.0	26.8	17.1	46.6	6.0	0.0
LnGrp LOS	D	A	C				A	C	B	D	A	A
Approach Vol, veh/h		875						637			875	
Approach Delay, s/veh		34.8						25.1			23.3	
Approach LOS		C						C			C	

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	23.2	35.8		18.8		59.0						
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0						
Max Green Setting (Gmax), s	21.0	28.0		16.0		54.0						
Max Q Clear Time (g_c+I1), s	17.8	21.4		12.5		11.2						
Green Ext Time (p_c), s	0.4	1.9		1.3		3.2						

Intersection Summary	
HCM 6th Ctrl Delay	28.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	597	3	378	0	0	0	0	465	109	410	365	0
Future Volume (veh/h)	597	3	378	0	0	0	0	465	109	410	365	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1737				0	1781	1426	1856	1693	0
Adj Flow Rate, veh/h	649	0	413				0	505	118	446	397	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	11				0	8	32	3	14	0
Cap, veh/h	724	0	589				0	627	425	483	1143	0
Arrive On Green	0.20	0.00	0.20				0.00	0.35	0.35	0.27	0.68	0.00
Sat Flow, veh/h	3619	0	2944				0	1781	1208	1767	1693	0
Grp Volume(v), veh/h	649	0	413				0	505	118	446	397	0
Grp Sat Flow(s),veh/h/ln	1810	0	1472				0	1781	1208	1767	1693	0
Q Serve(g_s), s	14.0	0.0	10.4				0.0	20.5	5.6	19.6	8.0	0.0
Cycle Q Clear(g_c), s	14.0	0.0	10.4				0.0	20.5	5.6	19.6	8.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	724	0	589				0	627	425	483	1143	0
V/C Ratio(X)	0.90	0.00	0.70				0.00	0.81	0.28	0.92	0.35	0.00
Avail Cap(c_a), veh/h	724	0	589				0	627	425	508	1143	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.2	0.0	29.8				0.0	23.5	18.6	28.3	5.5	0.0
Incr Delay (d2), s/veh	13.9	0.0	3.7				0.0	10.6	1.6	22.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	3.9				0.0	9.5	1.6	10.5	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	0.0	33.5				0.0	34.1	20.2	50.4	6.4	0.0
LnGrp LOS	D	A	C				A	C	C	D	A	A
Approach Vol, veh/h		1062						623			843	
Approach Delay, s/veh		40.6						31.5			29.7	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2		4		6			
Phs Duration (G+Y+Rc), s	25.9	33.1		21.0		59.0			
Change Period (Y+Rc), s	4.0	5.0		5.0		5.0			
Max Green Setting (Gmax), s	23.0	27.0		16.0		54.0			
Max Q Clear Time (g_c+I1), s	21.6	22.5		16.0		10.0			
Green Ext Time (p_c), s	0.2	1.4		0.0		2.4			

Intersection Summary	
HCM 6th Ctrl Delay	34.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	0	20	200	252	0	0	328	104
Future Volume (veh/h)	0	0	0	110	0	20	200	252	0	0	328	104
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1574	1752	0	0	1781	1781
Adj Flow Rate, veh/h				120	0	22	217	274	0	0	357	113
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	22	10	0	0	8	8
Cap, veh/h				330	0	61	471	1016	0	0	752	238
Arrive On Green				0.22	0.00	0.22	0.58	0.58	0.00	0.00	0.58	0.58
Sat Flow, veh/h				1500	0	275	777	1752	0	0	1297	411
Grp Volume(v), veh/h				142	0	0	217	274	0	0	0	470
Grp Sat Flow(s),veh/h/ln				1775	0	0	777	1752	0	0	0	1708
Q Serve(g_s), s				3.4	0.0	0.0	11.2	3.9	0.0	0.0	0.0	8.0
Cycle Q Clear(g_c), s				3.4	0.0	0.0	19.2	3.9	0.0	0.0	0.0	8.0
Prop In Lane				0.85		0.15	1.00		0.00	0.00		0.24
Lane Grp Cap(c), veh/h				391	0	0	471	1016	0	0	0	990
V/C Ratio(X)				0.36	0.00	0.00	0.46	0.27	0.00	0.00	0.00	0.47
Avail Cap(c_a), veh/h				391	0	0	471	1016	0	0	0	990
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				16.5	0.0	0.0	11.6	5.2	0.0	0.0	0.0	6.1
Incr Delay (d2), s/veh				2.6	0.0	0.0	3.2	0.7	0.0	0.0	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
%ile BackOfQ(50%),veh/ln				1.5	0.0	0.0	2.0	1.1	0.0	0.0	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				19.1	0.0	0.0	14.9	5.9	0.0	0.0	0.0	6.4
LnGrp LOS				B	A	A	B	A	A	A	A	A
Approach Vol, veh/h					142			491			470	
Approach Delay, s/veh					19.1			9.9			6.4	
Approach LOS					B			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	34.0		34.0		16.0			
Change Period (Y+Rc), s	5.0		5.0		5.0			
Max Green Setting (Gmax), s	29.0		29.0		11.0			
Max Q Clear Time (g_c+I1), s	21.2		10.0		5.4			
Green Ext Time (p_c), s	1.9		3.0		0.3			

Intersection Summary		
HCM 6th Ctrl Delay		9.6
HCM 6th LOS		A

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	88	2	75	168	223	0	0	428	99
Future Volume (veh/h)	0	0	0	88	2	75	168	223	0	0	428	99
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1159	1900	1604	1811	0	0	1826	1826
Adj Flow Rate, veh/h				96	2	82	183	242	0	0	465	108
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	50	0	20	6	0	0	5	5
Cap, veh/h				107	2	91	446	1099	0	0	869	202
Arrive On Green				0.19	0.19	0.19	0.61	0.61	0.00	0.00	0.61	0.61
Sat Flow, veh/h				558	12	476	720	1811	0	0	1433	333
Grp Volume(v), veh/h				180	0	0	183	242	0	0	0	573
Grp Sat Flow(s),veh/h/ln				1045	0	0	720	1811	0	0	0	1766
Q Serve(g_s), s				8.3	0.0	0.0	9.8	3.0	0.0	0.0	0.0	9.3
Cycle Q Clear(g_c), s				8.3	0.0	0.0	19.2	3.0	0.0	0.0	0.0	9.3
Prop In Lane				0.53		0.46	1.00		0.00	0.00		0.19
Lane Grp Cap(c), veh/h				200	0	0	446	1099	0	0	0	1071
V/C Ratio(X)				0.90	0.00	0.00	0.41	0.22	0.00	0.00	0.00	0.53
Avail Cap(c_a), veh/h				211	0	0	446	1099	0	0	0	1071
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				19.5	0.0	0.0	11.2	4.4	0.0	0.0	0.0	5.7
Incr Delay (d2), s/veh				35.2	0.0	0.0	2.8	0.5	0.0	0.0	0.0	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.7	0.0	0.0	1.6	0.8	0.0	0.0	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				54.7	0.0	0.0	14.0	4.9	0.0	0.0	0.0	7.6
LnGrp LOS				D	A	A	B	A	A	A	A	A
Approach Vol, veh/h					180			425			573	
Approach Delay, s/veh					54.7			8.8			7.6	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	35.0		35.0		14.4	
Change Period (Y+Rc), s	5.0		5.0		5.0	
Max Green Setting (Gmax), s	30.0		30.0		10.0	
Max Q Clear Time (g_c+I1), s	21.2		11.3		10.3	
Green Ext Time (p_c), s	1.9		3.8		0.0	

Intersection Summary		
HCM 6th Ctrl Delay	15.2	
HCM 6th LOS	B	

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	0	148	299	685	0	0	639	666
Future Volume (veh/h)	0	0	0	110	0	148	299	685	0	0	639	666
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1485	1900	1900	1678	1841	0	0	1841	1885
Adj Flow Rate, veh/h				120	0	161	325	745	0	0	695	724
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				28	0	0	15	4	0	0	4	1
Cap, veh/h				241	0	215	48	1473	0	0	661	688
Arrive On Green				0.13	0.00	0.13	0.80	0.80	0.00	0.00	0.80	0.80
Sat Flow, veh/h				1810	0	1610	339	1841	0	0	826	860
Grp Volume(v), veh/h				120	0	161	325	745	0	0	0	1419
Grp Sat Flow(s),veh/h/ln				1810	0	1610	339	1841	0	0	0	1686
Q Serve(g_s), s				9.2	0.0	14.4	0.0	20.4	0.0	0.0	0.0	120.0
Cycle Q Clear(g_c), s				9.2	0.0	14.4	120.0	20.4	0.0	0.0	0.0	120.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.51
Lane Grp Cap(c), veh/h				241	0	215	48	1473	0	0	0	1349
V/C Ratio(X)				0.50	0.00	0.75	6.77	0.51	0.00	0.00	0.00	1.05
Avail Cap(c_a), veh/h				241	0	215	48	1473	0	0	0	1349
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				60.3	0.0	62.6	75.0	5.0	0.0	0.0	0.0	15.0
Incr Delay (d2), s/veh				7.2	0.0	21.2	2640.1	1.2	0.0	0.0	0.0	39.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	7.2	37.1	7.3	0.0	0.0	0.0	51.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				67.5	0.0	83.8	2715.1	6.3	0.0	0.0	0.0	54.5
LnGrp LOS				E	A	F	F	A	A	A	A	F
Approach Vol, veh/h					281			1070			1419	
Approach Delay, s/veh					76.8			829.1			54.5	
Approach LOS					E			F			D	

Timer - Assigned Phs		2			6		8					
Phs Duration (G+Y+Rc), s		125.0			125.0		25.0					
Change Period (Y+Rc), s		5.0			5.0		5.0					
Max Green Setting (Gmax), s		120.0			120.0		20.0					
Max Q Clear Time (g_c+I1), s		122.0			122.0		16.4					
Green Ext Time (p_c), s		0.0			0.0		0.4					

Intersection Summary		
HCM 6th Ctrl Delay	355.9	
HCM 6th LOS	F	

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	88	2	209	280	769	0	0	1119	229
Future Volume (veh/h)	0	0	0	88	2	209	280	769	0	0	1119	229
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1441	1159	1900	1722	1870	0	0	1870	1826
Adj Flow Rate, veh/h				96	2	227	304	836	0	0	1216	249
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				31	50	0	12	2	0	0	2	5
Cap, veh/h				173	4	257	52	1437	0	0	1158	237
Arrive On Green				0.16	0.16	0.16	0.77	0.77	0.00	0.00	0.77	0.77
Sat Flow, veh/h				1082	23	1610	333	1870	0	0	1506	308
Grp Volume(v), veh/h				98	0	227	304	836	0	0	0	1465
Grp Sat Flow(s),veh/h/ln				1105	0	1610	333	1870	0	0	0	1815
Q Serve(g_s), s				11.4	0.0	19.2	0.0	26.1	0.0	0.0	0.0	107.0
Cycle Q Clear(g_c), s				11.4	0.0	19.2	107.0	26.1	0.0	0.0	0.0	107.0
Prop In Lane				0.98		1.00	1.00		0.00	0.00		0.17
Lane Grp Cap(c), veh/h				177	0	257	52	1437	0	0	0	1395
V/C Ratio(X)				0.56	0.00	0.88	5.88	0.58	0.00	0.00	0.00	1.05
Avail Cap(c_a), veh/h				262	0	382	52	1437	0	0	0	1395
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d), s/veh				53.9	0.0	57.2	69.6	6.8	0.0	0.0	0.0	16.1
Incr Delay (d2), s/veh				2.7	0.0	14.9	2236.9	1.7	0.0	0.0	0.0	38.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	0.0	8.9	34.0	9.9	0.0	0.0	0.0	51.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.7	0.0	72.2	2306.5	8.5	0.0	0.0	0.0	54.7
LnGrp LOS				E	A	E	F	A	A	A	A	F
Approach Vol, veh/h					325			1140			1465	
Approach Delay, s/veh					67.5			621.3			54.7	
Approach LOS					E			F			D	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	112.0		112.0		27.2			
Change Period (Y+Rc), s	5.0		5.0		5.0			
Max Green Setting (Gmax), s	107.0		107.0		33.0			
Max Q Clear Time (g_c+I1), s	109.0		109.0		21.2			
Green Ext Time (p_c), s	0.0		0.0		1.0			

Intersection Summary		
HCM 6th Ctrl Delay	276.6	
HCM 6th LOS	F	

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	110	0	148	299	685	0	0	639	666
Future Volume (veh/h)	0	0	0	110	0	148	299	685	0	0	639	666
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1485	1900	1900	1678	1841	0	0	1841	1885
Adj Flow Rate, veh/h				120	0	161	325	745	0	0	695	724
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				28	0	0	15	4	0	0	4	1
Cap, veh/h				226	0	201	362	1381	0	0	806	719
Arrive On Green				0.13	0.00	0.13	0.23	0.75	0.00	0.00	0.46	0.46
Sat Flow, veh/h				1810	0	1610	1598	1841	0	0	1841	1560
Grp Volume(v), veh/h				120	0	161	325	745	0	0	695	724
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1598	1841	0	0	1749	1560
Q Serve(g_s), s				5.0	0.0	7.8	15.8	13.6	0.0	0.0	28.4	36.9
Cycle Q Clear(g_c), s				5.0	0.0	7.8	15.8	13.6	0.0	0.0	28.4	36.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				226	0	201	362	1381	0	0	806	719
V/C Ratio(X)				0.53	0.00	0.80	0.90	0.54	0.00	0.00	0.86	1.01
Avail Cap(c_a), veh/h				226	0	201	419	1381	0	0	806	719
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				32.8	0.0	34.0	30.0	4.2	0.0	0.0	19.3	21.6
Incr Delay (d2), s/veh				8.6	0.0	27.4	19.8	1.5	0.0	0.0	9.5	35.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	4.5	7.8	3.9	0.0	0.0	12.6	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.4	0.0	61.4	49.8	5.7	0.0	0.0	28.8	56.8
LnGrp LOS				D	A	E	D	A	A	A	C	F
Approach Vol, veh/h					281			1070			1419	
Approach Delay, s/veh					52.9			19.1			43.1	
Approach LOS					D			B			D	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		65.0			23.1	41.9		15.0				
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0				
Max Green Setting (Gmax), s		60.0			21.0	34.0		10.0				
Max Q Clear Time (g_c+I1), s		15.6			17.8	38.9		9.8				
Green Ext Time (p_c), s		6.5			0.3	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			34.8									
HCM 6th LOS			C									

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	88	2	209	280	769	0	0	1119	229
Future Volume (veh/h)	0	0	0	88	2	209	280	769	0	0	1119	229
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1441	1159	1900	1722	1870	0	0	1870	1826
Adj Flow Rate, veh/h				96	2	227	304	836	0	0	1216	249
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				31	50	0	12	2	0	0	2	5
Cap, veh/h				177	4	264	335	1404	0	0	1482	301
Arrive On Green				0.16	0.16	0.16	0.20	0.75	0.00	0.00	0.50	0.50
Sat Flow, veh/h				1082	23	1610	1640	1870	0	0	3036	597
Grp Volume(v), veh/h				98	0	227	304	836	0	0	730	735
Grp Sat Flow(s),veh/h/ln				1105	0	1610	1640	1870	0	0	1777	1763
Q Serve(g_s), s				9.5	0.0	16.1	21.2	23.6	0.0	0.0	40.6	41.6
Cycle Q Clear(g_c), s				9.5	0.0	16.1	21.2	23.6	0.0	0.0	40.6	41.6
Prop In Lane				0.98		1.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h				181	0	264	335	1404	0	0	895	888
V/C Ratio(X)				0.54	0.00	0.86	0.91	0.60	0.00	0.00	0.82	0.83
Avail Cap(c_a), veh/h				302	0	440	504	1404	0	0	895	888
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				45.0	0.0	47.7	45.5	6.6	0.0	0.0	24.5	24.8
Incr Delay (d2), s/veh				2.5	0.0	8.9	14.6	1.9	0.0	0.0	8.1	8.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	7.1	9.9	8.6	0.0	0.0	18.5	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				47.5	0.0	56.6	60.1	8.4	0.0	0.0	32.6	33.5
LnGrp LOS				D	A	E	E	A	A	A	C	C
Approach Vol, veh/h					325			1140			1465	
Approach Delay, s/veh					53.8			22.2			33.1	
Approach LOS					D			C			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	93.0		29.0	64.0		24.2
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0
Max Green Setting (Gmax), s	88.0		36.0	47.0		32.0
Max Q Clear Time (g_c+I1), s	25.6		23.2	43.6		18.1
Green Ext Time (p_c), s	8.1		0.8	2.6		1.1

Intersection Summary		
HCM 6th Ctrl Delay		31.2
HCM 6th LOS		C

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	69	53	0	155	1
Future Vol, veh/h	0	69	53	0	155	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	9	10	0	9	0
Mvmt Flow	0	75	58	0	168	1

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	169		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.29		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.381		-	-
Pot Cap-1 Maneuver	0	857		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	857		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	WB	NW
HCM Control Delay, s	9.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NWT	NWR	WBLn1
Capacity (veh/h)	-	-	857
HCM Lane V/C Ratio	-	-	0.088
HCM Control Delay (s)	-	-	9.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.3

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	87	74	0	344	7
Future Vol, veh/h	0	87	74	0	344	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	6	3	0	4	14
Mvmt Flow	0	95	80	0	374	8

Major/Minor	Minor2			Major2	
Conflicting Flow All	-	378		-	0
Stage 1	-	-		-	-
Stage 2	-	-		-	-
Critical Hdwy	-	6.26		-	-
Critical Hdwy Stg 1	-	-		-	-
Critical Hdwy Stg 2	-	-		-	-
Follow-up Hdwy	-	3.354		-	-
Pot Cap-1 Maneuver	0	660		-	-
Stage 1	0	-		-	-
Stage 2	0	-		-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	660		-	-
Mov Cap-2 Maneuver	-	-		-	-
Stage 1	-	-		-	-
Stage 2	-	-		-	-

Approach	WB	NW
HCM Control Delay, s	11.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NWT	NWR	WBLn1
Capacity (veh/h)	-	-	660
HCM Lane V/C Ratio	-	-	0.143
HCM Control Delay (s)	-	-	11.4
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection	
Int Delay, s/veh	98.2

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	921	882	0	183	15
Future Vol, veh/h	0	921	882	0	183	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	8	0
Mvmt Flow	0	1001	959	0	199	16

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	207	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.21	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.309	-	-
Pot Cap-1 Maneuver	0	~ 836	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	~ 836	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NW
HCM Control Delay, s	119.3	0
HCM LOS	F	

Minor Lane/Major Mvmt	NWT	NWR	WBLn1
Capacity (veh/h)	-	-	836
HCM Lane V/C Ratio	-	-	1.197
HCM Control Delay (s)	-	-	119.3
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	32.3

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

Intersection	
Int Delay, s/veh	551.5

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Traffic Vol, veh/h	0	1355	894	0	451	60
Future Vol, veh/h	0	1355	894	0	451	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Yield	Yield	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	3	2
Mvmt Flow	0	1473	972	0	490	65

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	523	-	0
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	~ 558	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	~ 558	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NW
HCM Control Delay, s	$ 759.5	0
HCM LOS	F	

Minor Lane/Major Mvmt	NWT	NWRWBLn1
Capacity (veh/h)	-	- 558
HCM Lane V/C Ratio	-	- 2.639
HCM Control Delay (s)	-	-$ 759.5
HCM Lane LOS	-	- F
HCM 95th %tile Q(veh)	-	- 119

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

Intersection	
Intersection Delay, s/veh	7.3
Intersection LOS	A

Approach	WB	SE	NW
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1001	959	215
Demand Flow Rate, veh/h	1011	969	231
Vehicles Circulating, veh/h	215	0	969
Vehicles Exiting, veh/h	985	1226	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.9	5.8	11.7
Approach LOS	A	A	B

Lane	Left	Right	Left	Right	Left
Designated Moves	LTR	R	L	LTR	TR
Assumed Moves	LTR	R	L	LTR	TR
RT Channelized					
Lane Util	0.470	0.530	0.530	0.470	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	475	536	514	455	231
Cap Entry Lane, veh/h	1108	1183	1350	1420	623
Entry HV Adj Factor	0.990	0.990	0.989	0.991	0.931
Flow Entry, veh/h	470	531	508	451	215
Cap Entry, veh/h	1097	1171	1335	1407	580
V/C Ratio	0.429	0.453	0.381	0.320	0.371
Control Delay, s/veh	7.9	7.9	6.2	5.4	11.7
LOS	A	A	A	A	B
95th %tile Queue, veh	2	2	2	1	2

Intersection	
Intersection Delay, s/veh	22.3
Intersection LOS	C

Approach	WB	SE	NW
Entry Lanes	2	2	1
Conflicting Circle Lanes	2	2	2
Adj Approach Flow, veh/h	1473	972	555
Demand Flow Rate, veh/h	1473	972	571
Vehicles Circulating, veh/h	505	0	972
Vehicles Exiting, veh/h	1038	1978	0
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	24.7	5.8	45.1
Approach LOS	C	A	E

Lane	Left	Right	Left	Right	Left
Designated Moves	LTR	R	L	LTR	TR
Assumed Moves	LTR	R	L	LTR	TR
RT Channelized					
Lane Util	0.470	0.530	0.530	0.470	1.000
Follow-Up Headway, s	2.667	2.535	2.667	2.535	2.535
Critical Headway, s	4.645	4.328	4.645	4.328	4.328
Entry Flow, veh/h	692	781	515	457	571
Cap Entry Lane, veh/h	848	924	1350	1420	622
Entry HV Adj Factor	1.000	1.000	1.000	1.000	0.972
Flow Entry, veh/h	692	781	515	457	555
Cap Entry, veh/h	849	924	1350	1420	604
V/C Ratio	0.816	0.845	0.382	0.322	0.919
Control Delay, s/veh	24.1	25.2	6.2	5.3	45.1
LOS	C	D	A	A	E
95th %tile Queue, veh	9	10	2	1	12

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	8	15	4	9	5
Future Vol, veh/h	2	8	15	4	9	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	9	16	4	10	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	20	0	-	0	31	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1609	-	-	-	988	1066
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1609	-	-	-	987	1066
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1609	-	-	-	1014
HCM Lane V/C Ratio	0.001	-	-	-	0.015
HCM Control Delay (s)	7.2	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	36	54	33	71	0
Future Vol, veh/h	0	36	54	33	71	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	39	59	36	77	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	116	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	39	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1512	-	-	-	885	990
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	989	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	885	990
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	989	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	885
HCM Lane V/C Ratio	-	-	-	-	0.087
HCM Control Delay (s)	0	-	-	-	9.5
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	38	29	68	29	94	220
Future Vol, veh/h	38	29	68	29	94	220
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	41	32	74	32	102	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	204	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1498	-	-	-	789	973
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1498	-	-	-	767	973
Mov Cap-2 Maneuver	-	-	-	-	767	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	901
HCM Lane V/C Ratio	0.028	-	-	-	0.379
HCM Control Delay (s)	7.5	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.8

Intersection	
Int Delay, s/veh	45.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	64	107	124	181	431	110
Future Vol, veh/h	64	107	124	181	431	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	70	116	135	197	468	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	332	0	-	0	490	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	256	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1239	-	-	-	541	810
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1239	-	-	-	509	810
Mov Cap-2 Maneuver	-	-	-	-	509	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	791	-

Approach	EB	WB	SB
HCM Control Delay, s	3	0	84.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	551
HCM Lane V/C Ratio	0.056	-	-	-	1.067
HCM Control Delay (s)	8.1	0	-	-	84.7
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	17.3

Intersection	
Intersection Delay, s/veh	4.5
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	73	106	341
Demand Flow Rate, veh/h	73	106	341
Vehicles Circulating, veh/h	102	41	74
Vehicles Exiting, veh/h	313	134	73
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	3.4	3.4	5.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	73	106	341
Cap Entry Lane, veh/h	1244	1323	1280
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	73	106	341
Cap Entry, veh/h	1244	1323	1280
V/C Ratio	0.059	0.080	0.267
Control Delay, s/veh	3.4	3.4	5.2
LOS	A	A	A
95th %tile Queue, veh	0	0	1

Intersection	
Intersection Delay, s/veh	7.0
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	186	332	588
Demand Flow Rate, veh/h	186	332	588
Vehicles Circulating, veh/h	468	70	135
Vehicles Exiting, veh/h	255	584	267
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	6.5	5.1	8.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	186	332	588
Cap Entry Lane, veh/h	856	1285	1202
Entry HV Adj Factor	1.000	1.000	1.000
Flow Entry, veh/h	186	332	588
Cap Entry, veh/h	856	1285	1202
V/C Ratio	0.217	0.258	0.489
Control Delay, s/veh	6.5	5.1	8.3
LOS	A	A	A
95th %tile Queue, veh	1	1	3

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	111	15	54	65	5	5
Future Vol, veh/h	111	15	54	65	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	16	59	71	5	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	318	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	189	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	675	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	843	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	647	921
Mov Cap-2 Maneuver	-	-	-	-	647	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	808	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	760	-	-	1447	-
HCM Lane V/C Ratio	0.014	-	-	0.041	-
HCM Control Delay (s)	9.8	-	-	7.6	0
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	117	19	57	220	5	6
Future Vol, veh/h	117	19	57	220	5	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	127	21	62	239	5	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	148	0	501	138
Stage 1	-	-	-	-	138	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1434	-	530	910
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1434	-	504	910
Mov Cap-2 Maneuver	-	-	-	-	504	-
Stage 1	-	-	-	-	889	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	666	-	-	1434	-
HCM Lane V/C Ratio	0.018	-	-	0.043	-
HCM Control Delay (s)	10.5	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	333	336	302
Demand Flow Rate, veh/h	340	343	308
Vehicles Circulating, veh/h	301	3	335
Vehicles Exiting, veh/h	342	638	11
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	4.8	7.0
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	340	343	308
Cap Entry Lane, veh/h	1015	1376	981
Entry HV Adj Factor	0.981	0.981	0.981
Flow Entry, veh/h	333	336	302
Cap Entry, veh/h	995	1349	961
V/C Ratio	0.335	0.249	0.314
Control Delay, s/veh	7.1	4.8	7.0
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Approach	EB	WB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	868	451	111
Demand Flow Rate, veh/h	885	460	113
Vehicles Circulating, veh/h	106	10	420
Vehicles Exiting, veh/h	427	981	50
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	13.6	5.7	5.3
Approach LOS	B	A	A

Lane	Left	Left	Left
Designated Moves	LT	TR	LR
Assumed Moves	LT	TR	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	885	460	113
Cap Entry Lane, veh/h	1238	1366	899
Entry HV Adj Factor	0.981	0.980	0.982
Flow Entry, veh/h	868	451	111
Cap Entry, veh/h	1214	1338	883
V/C Ratio	0.715	0.337	0.126
Control Delay, s/veh	13.6	5.7	5.3
LOS	B	A	A
95th %tile Queue, veh	7	2	0