Midtown Traffic Operations Study

Report

Durango, Colorado

September 2, 2022

SEH

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September 2, 2022

RE: Draft Report
Midtown Traffic Operations Study
Durango, Colorado
ORGN – R5500-010
SAP PO# - 431007587
SAP O/L# - 321002192
SMART # - 20-HAA-XB-00058-ZD0017

Mr. Dave Peyton, PE
Region 5 Traffic & Safety Resident Engineer

Dear David,
Please find the following Midtown Traffic Operations Study addressing modifications to Camino Del Rio and 13th, 14th, and 15th Streets in Durango Colorado.

If you have any questions concerning the findings contained within this report, please do not hesitate to contact me.

Sincerely,

Steve Winters, PE (AZ, CO)
SHORT ELLIOTT HENDRICKSON

Midtown Traffic Operations Study

Draft Report
Durango, Colorado

ORGN – R5500-010
SAP PO# - 431007587
SEH No. 164089

September 2, 2022

I hereby certify that this report was prepared by me or under my direct supervision, and that I am a duly Licensed Professional Engineer under the laws of the State of _____.

_____

Date: _____ License No.: _____

Reviewed By: _____ Date: _____

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Midtown Traffic Operations Study

Draft Report

Prepared for CDOT Region 5 and the City of Durango

1 Introduction

Short Elliott Hendrickson Inc. (SEH) is pleased to provide this traffic operations study for the Midtown area of Durango, Colorado.

The Durango Urban Renewal Authority (URA) is developing a Midtown Urban Renewal Plan and the City of Durango (City) has initiated this project to address safety, connectivity and accessibility concerns in the Midtown area. CDOT is also in the process on implementing their US 550 and Camino Del Rio Access Control Plan through this area of Durango, which will impact traffic operations on the CDOT and City facilities. Based on Colorado Department of Transportation (CDOT) discussions with the City, there is a shared interest in developing traffic operations analysis to determine impacts on City streets and CDOT's US 550 facility.

The purpose of this project is to develop intersection and roadway alternatives to address traffic concerns and to compare traffic performance between the existing conditions and future year conditions of each study intersection. This analysis examines existing and long-term (Year 2041) traffic conditions. Typical weekday peak periods of operation were analyzed for site-specific impacts.

2 Existing Conditions

The study area is bounded by 15th Street and Florida Road in the North, 13th Street in the South, Main Avenue (US 550) in the West, and 3rd Avenue in the East, as shown in Figure 1. The study area holds eight roadways, as shown in Table 1.

Table 1: Roadways within the Study Area

Roadway	Functional Class	Median Separation	# Lanes	Speed Limit
US 550 (Camino Del Rio/Main Ave)	Principal Arterial	Divided	4	35
3rd Avenue	Minor Arterial	Divided	4	25
Main Avenue (South of E 14th St)	Minor Arterial	Undivided	4	25
Florida Road	Minor Arterial	Undivided	2	25
2nd Avenue	Local	Undivided	2	25
13th Street	Local	Undivided	2	25
14th Street	Local	Undivided	2	25
15th Street	Local	Undivided	2	25

US 550 (Camino Del Rio/ Main Avenue) is a CDOT's divided four-lane Non-Rural Arterial (NR-C) with a posted speed of 35 mph. The remaining roadways have a speed limit of 25 mph. US 550 and 3rd Avenue are divided, while other streets do not have a median separation. Main Avenue south of 14th Street and 3rd Avenue are four-lane minor arterials. Florida Road is also a minor arterial, but with two lanes. The Second Avenue, 13th, 14th, and 15th Street are two-lane local streets.

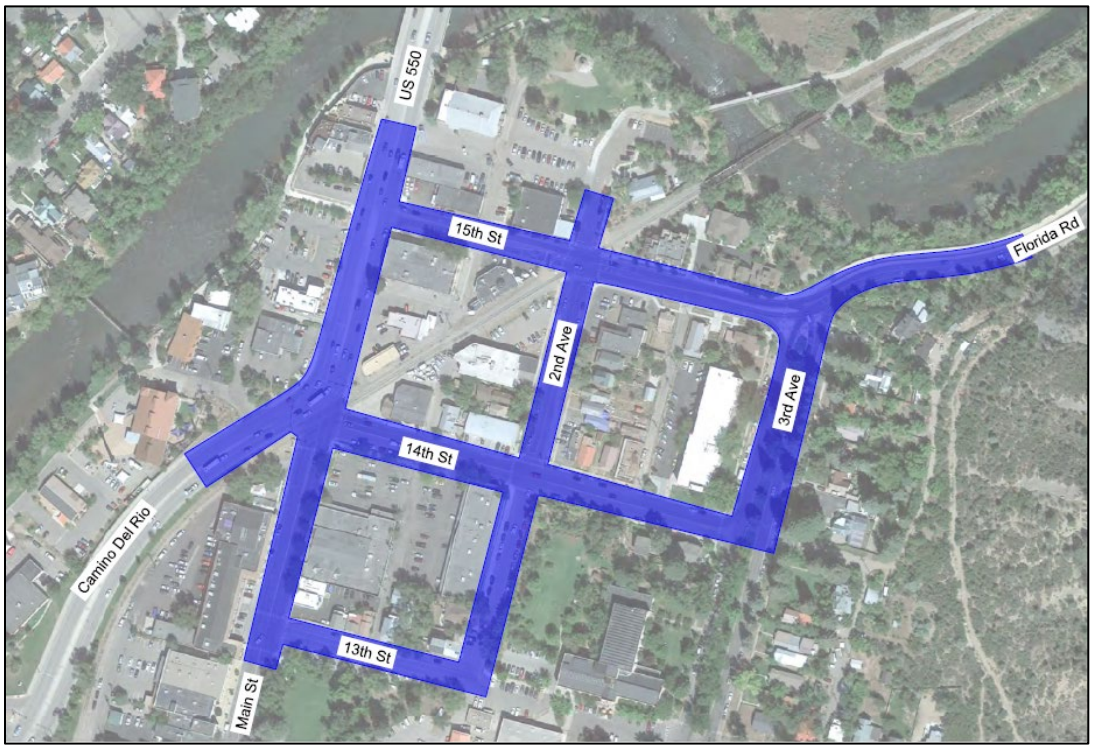


Figure 1: Study Area

The following six intersections were analyzed, as shown in Figure 2:

1. Main Avenue & 15th Street (STOP at 15th Street)
2. 2nd Avenue & 15th Street (two-way STOP at 2nd Avenue)
3. 3rd Avenue & 15th Street/ Florida Road (STOP for left /YIELD for right at 3rd Avenue)
4. Main Avenue & Camino Del Rio/14th Street (actuated traffic signal)
5. 2nd Avenue & 14th Street (two-way STOP at 2nd Avenue)
6. Main Avenue & 13th Street (STOP at 13th Street)

The Durango & Silverton Narrow Gauge Railroad bisects the Midtown study area running four to six trains daily to/from Durango, except for two-week stoppage in November. Queues formed due to train crossing need approximately three cycles to clear. Note: Train trips were not modeled as a part of this analysis.



Figure 2: Analyzed Intersections

3 Methodology

The methodology flowchart is presented in Figure 3.

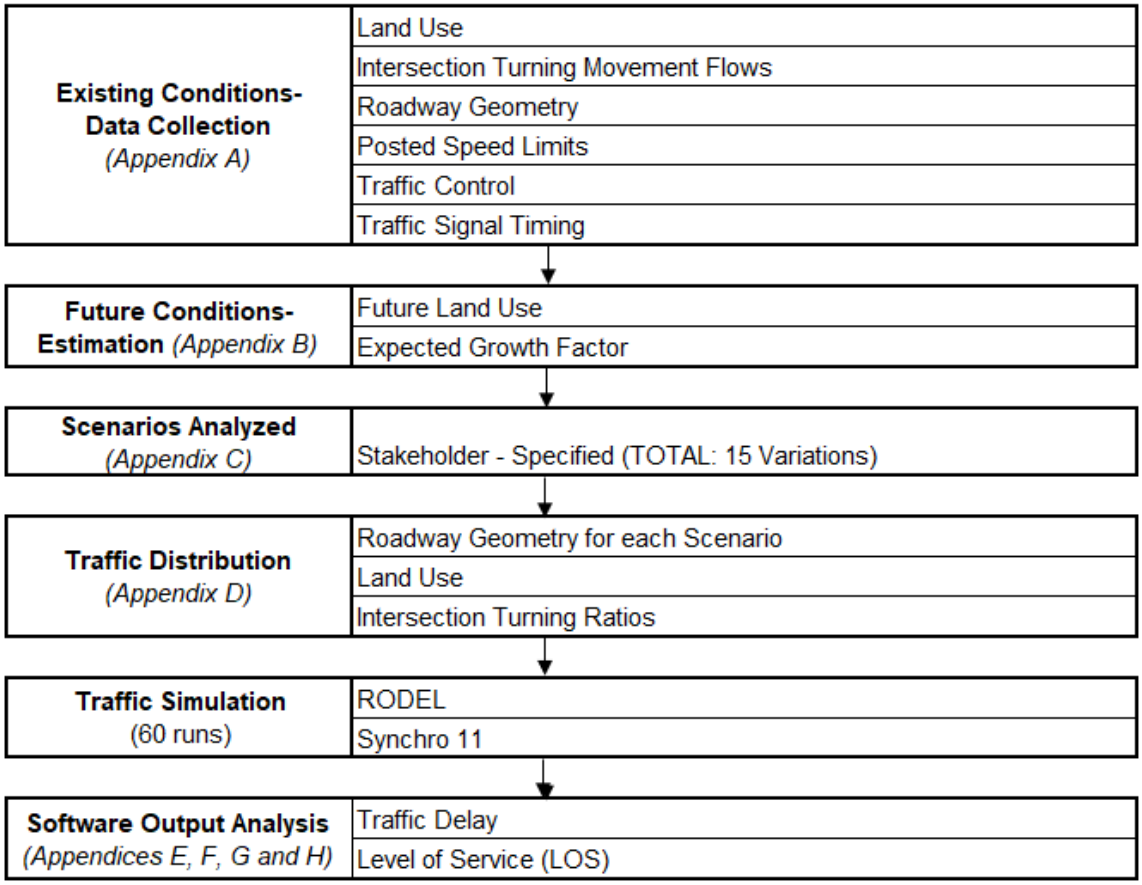


Figure 3: Methodology Flowchart

Existing Conditions (Year 2021)

Existing data used were land use, roadway geometry, posted speed limits, traffic control and signal timing, and turning movement counts. Turning movement counts were collected on Thursday, May 27th, 2021, at 2nd Avenue intersections with 14th and 15th Streets. The remaining four intersection traffic counts were gathered on Friday, September 3rd, 2021. Traffic count data are shown in Appendix A. Balanced traffic counts are used to identify the morning and afternoon peak hours, that are used as a Baseline.

Future Conditions (Year 2041)

The future peak traffic demand was calculated as a 20-year projected Baseline demand. Through movements at US 550 are expected to increase by 16% by 2041 (growth factor = 1.16), per CDOT's Online Transportation Information System (OTIS). SEH also reviewed the TRIP 2030 and TRIP 2040 Studies to determine if the OTIS data was the most accurate information and nothing in the TRIP documents identified more accurate or different growth factors. The local future traffic is estimated from URA proposed land use

changes and expected traffic generation, as calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual[1]. Due to the economic incentives that will be present in the City's URA, the local traffic is anticipated to grow by 80% (growth factor = 1.80) within 20 years, or roughly 3% per year. Trip generation data are presented in Appendix B.

Scenarios Analyzed

In addition to the baseline/ no action, Scenario 0, another 11 traffic design scenarios were analyzed, as specified by stakeholders, CDOT and the City. The scenarios are graphically presented in Appendix C, and are defined as follows:

1. Removal of the southbound left (SBL) turn at Main Avenue & Camino Del Rio/ 14th Street intersection- The traffic using the SBL at US 550 to turn into 14th Street is diverted to SBL at either 13th or 15th Street. So, this scenario was tested for sensitivity to two extreme traffic splits:

    1-1. 80% of 14th SBL traffic is using SBL at 13th Street, while 20% is using SBL at 15th Street.

    1-2. 80% of 14th SBL traffic is using SBL at 15th Street, while 20% is using SBL at 13th Street.

    Removal of SBL at 14th Street was used in the remaining scenarios, excluding Scenarios 4 and 5. Also, the more conservative and more probable, first variation traffic split was applied throughout.

2. Right In/Right Out- The 14th Street can be accessed only from Main Street by making a right turn and the only possible maneuver from 14th Street is right.

3. 14th Street converted to a one-way westbound street between 3rd Avenue and Main Avenue/US 550.

4. The west leg of 14th Street realigned as two lanes, shared and right, and is included in the intersection signal control.

5. 3rd Avenue & 15th Street intersection redesigned:

    5-1. So that Northbound left (NBL) turns are removed.

    5-2. Into a continuous flow intersection (CFI).

    5-3. Into a mini roundabout. Two growth factors are tested: 1.80 (matching the local traffic growth), and 1.16 (US 550 traffic growth).

6. 2nd Avenue converted to a one-way southbound street between 13th Street and 15th Street combined with Scenario 1.

7. 2nd Avenue converted to one-way southbound street between 13th Street and 15th Street combined with Scenario 2.

[1] Trip Generation. Institute of Transportation Engineers. 10th Edition. 2020.

8. 2nd Avenue converted to one-way southbound street between 13th Street and 15th Street combined with Scenario 3.
9. 2nd Avenue converted to a one-way street: southbound between 15th Street and 14th Street and northbound between 13th Street and 14th Street, combined with Scenario 1.
10. 2nd Avenue converted to a one-way street: southbound between 15th Street and 14th Street and northbound between 13th Street and 14th Street, combined with Scenario 2.
11. 2nd Avenue converted to a one-way street: southbound between 15th Street and 14th Street and northbound between 13th Street and 14th Street, combined with Scenario 3.

So, the total of 15 variations were analyzed, as summarized in Table 2.

Table 2: List of Analyzed Scenarios

Scenario #	Variation	Description
0		Baseline/ No Action
1	1-1	14th NO SBL- 80% Split 13th St
	1-2	14th NO SBL- 80% Split 15th St
2		14th RIRO
3		14th ONE-WAY WB
4		14th REALIGNED
5	5-1	3rd NO NBL
	5-2	3rd/15th CFI
	5-3	3rd/15th ROUNDABOUT
6		14th NO SBL + 2nd ONE-WAY SB
7		14th RIRO + 2nd ONE-WAY SB
8		14th ONE-WAY WB + 2nd ONE-WAY SB
9		14th NO SBL + 2nd ONE-WAY NB+SB
10		14th RIRO + 2nd ONE-WAY NB+SB
11		14th ONE WAY WB + 2nd ONE-WAY NB+SB

Traffic Distribution

Changing intersection design by removing lanes or prohibiting maneuvers changes how traffic demand gets satisfied. Most of this traffic gets redistributed to the most logical and convenient alternative. So, each of the analyzed scenarios was assigned a new set of

intersection turning movement flows. The total traffic demand and the existing intersection turning ratios at approach legs were maintained. Traffic flow distribution for each scenario is presented in Appendix D, with marked added (green) and diverted (red) flows.

Traffic simulation

Two analysis software were used to simulate the existing and future traffic conditions: RODEL and Synchro 11, both using Highway Capacity Manual[2] methodology. RODEL modeled a roundabout in Scenario 5-3, while Synchro simulated all other intersection layouts.

Once the existing inputs and behavior were coded into the simulation software, the animation was used to visually check the reasonability of the microsimulation. The software parameters were then calibrated to faithfully mimic the field conditions.

The software setup was then replicated to other scenarios, with altered traffic demands. Each of the 15 alternatives was simulated four times: existing morning (AM) and afternoon (PM) peak demand, and future AM and PM peak demand. Therefore, simulation was run 60 times.

Software Output Analysis

Simulation software output supplied intersection turning movement and overall approach delays (in seconds per vehicle), and the corresponding levels of service (LOS). LOS is a measure that describes intersection operations, ranging from A (very good, free flow conditions) to F (poor, congested conditions). Typically, LOS C or better is desired.

4 Results & Discussion

The Synchro 11 outputs showing intersection delays and matching levels of service (LOS) are shown in Appendices E for existing conditions and F for future (Year 2041) conditions. Appendix G provides RODEL output with LOS results for the mini roundabout at 15th St/3rd Ave/Florida Rd. Appendix H summarizes all three.

Scenario 0 (Baseline/ No Action) - Currently, 3rd Ave & 15th St/Florida Rd and Main Ave & Camino Del Rio/14th Street both operate at LOS F with over 90 seconds of delay per vehicle in the PM peak hour, while the other four intersections are satisfactory. However, in 2041, delay at 3rd Ave & 15th St will reach over 20-minute delay per vehicle in the morning peak (LOS F), and over an hour per vehicle in the afternoon (LOS F). Main Ave & Camino Del Rio/14th St intersection will also operate at LOS F in both AM and PM peaks. The congestion is expected to spread North, to Main Ave & 15th (LOS F) and 2nd St & 15th St (PM- LOS D). 2nd Ave & 14th St and Main Ave & 13th are expected to operate with no delays even in 20 years.

Scenario 1 (14th NO SBL)- SBL removal at Main Ave & Camino Del Rio/14th St is expected to force vehicles to take alternative SBL- either at 13th St or at 15th St. Although expected that vehicles traversing through the midtown before turning left will cause longer wait times, it is the opposite. In fact, vehicles taking SBL at 15th Street will additionally load the already congested 3rd Ave & 15th St, delaying vehicles over an hour on average.

[2] *HCM 6th: Highway Capacity Manual 6th Edition: A Guide for Multimodal Mobility Analysis* Washington, D.C.: Transportation Research Board, 2016. Print.

Still, preventing vehicles from turning left at 14th St has a slight positive effect, as delay at Main Ave & Camino Del Rio/14th St drops by 30-100%, but remains too long (LOS F).

Scenario 2 (14th RIRO) - Only right-in and right-out turns allowed into and from 14th St almost solve Main Ave & Camino Del Rio/14th St's poor operations. Existing and AM future traffic undergo very good conditions (LOS B and C), while PM future traffic would have almost a minute long average delays and LOS D. Still, 3rd Ave & 15th St are again impacted through doubled delays and hours of waiting. Moreover, Main Ave & 15th St are impacted through long delays at 2041 PM peak, lasting for around 2 minutes per vehicle. Also, vehicles waiting at 13th St to turn left to Main Ave wait 5 minutes on average in the future PM peak.

Scenario 3 (14th ONE-WAY WB) - Converting 14th St to a one-way street has a negligible positive effect. Future AM LOS would be D instead of F if no action were taken. Still, future PM LOS remains F, even with halved delays (Scenario 0: 216 seconds; Scenario 3: 104 seconds). All the remaining intersection maneuvers are still substandard.

Scenario 4 (14th REALIGNED) - Adding the 5th intersection leg takes a valuable green time from other four movements, further growing the delays, tripling them in AM and doubling in PM peak.

Scenario 5-1 (3rd NO NBL)- The removal of Northbound left (NBL) at 3rd and 15th/Florida Rd intersection betters the "No Action" F performance. Forbidding NBL improves operations to LOS B in the morning, and although 40 times lower delays, overall PM delays remain at LOS F.

Scenario 5-2 (3rd/15th CFI)- Continuous flow intersection performs similarly to Scenario 5-1, with the difference that the queued traffic is moved further to the South with CFI.

Scenario 5-3 (3rd/15th ROUNDABOUT) The mini roundabout with the inscribed diameter of 80 ft at 3rd and 15th/Florida Rd operates at LOS A under existing peak demands. The mini roundabout operates at LOS F if the future demand grows by 80%, as the local traffic. However, if growth is 16% (as US 550), future LOS is B.

Scenario 6 (14th NO SBL + 2nd ONE-WAY SB) – Simultaneously forbidding SBL at Main Ave & Camino Del Rio/14th St and converting 2nd Ave to a one-way street causes traffic that normally uses 2nd Ave to go North, and turns left onto 14th St, to use alternative routes. NB traffic on 2nd Ave is low, and this traffic diverts away from 14th St if it turns into a one-way, SB only, street. Still, this has a positive impact to EB and NB (delay decrease by 10-15 seconds when comparing Scenarios 1 and 6) at Main Ave & Camino Del Rio/14th St. Traffic operations South of 13th Street are out of scope of this report but increase in traffic is expected there.

Scenario 7 (14th RIRO + 2nd ONE-WAY SB) – Converting 2nd Ave to SB negatively affects the promising Scenario 2. Even more traffic would wait to turn westbound left at Main Ave/15th Street, as 2nd St can no longer take them to their destination. So, vehicles are forced to use Main St, delayed for over 40 minutes. The newly allocated traffic worsens Main Ave & Camino Del Rio/14th St intersection operations. The existing LOS B becomes D in the morning and E in the afternoon. Future operations switch in the AM from C to F and in the PM from D to E.

Scenario 8 (14th ONE-WAY WB + 2nd ONE-WAY SB) – Adapting both 14th St and 2nd Ave to one-way streets worsens the performance of Main Ave & Camino Del Rio/14th St, due to added traffic from South. This scenario keeps operations at LOS F but doubles the delays.

Scenario 9 (14th NO SBL + 2nd ONE-WAY NB + SB) – Conversion of 2nd St to a one-way street in NB direction from 13th towards 14th, and SB direction from 15th to 14th allows the traffic demand to access 14th St but eliminates options to exit the bottleneck at Main Ave & Camino Del Rio/14th St. This inevitably further diminishes traffic operations at this intersection, so the LOS remains F.

Scenario 10 (14th RIRO + 2nd ONE-WAY NB + SB) – Adapting Scenario 7 and adding NB segment to 2nd St allows vehicles to enter the midtown zone from other directions besides from North. Consequently, traffic is more evenly disbursed across the network and Main Ave & Camino Del Rio/14th St intersection performance is mended. Also, Main Ave & 15th St intersections have less delays in the future AM (LOS B), than they would with 2nd Ave being only in SB direction (LOS F). On the other hand, future PM operations are worse than in Scenario 7- doubled delays, LOS still F. Most of the vehicles look to exit the midtown zone, blocking the study area's border intersections.

Scenario 11 (14th ONE-WAY WB + 2nd ONE-WAY NB + SB) – Similarly to Scenario 10, splitting 2nd Ave one-way directions prolongs delays at all Main Ave intersections. However, the most noticeable operations corruption is for WBL maneuver at Main Ave & 13th St, as heavier traffic causes less gaps in flow for vehicles to take advantage of and turn left to Main Ave from 13th St.

5 Conclusion & Recommendations

The existing and predicted (2041) Durango midtown traffic operations have been analyzed with Synchro 11 and RODEL simulation software. Another 11 design scenarios, including sensitivity analysis and 3rd Ave and 15th/Florida Rd intersection alternative designs were evaluated. The main findings are as follows:

- Camino Del Rio/Main Ave/14th St and 3rd Ave and 15th St /Florida Rd intersections already perform poorly. However, 2041 traffic demand will produce LOS F at both morning and evening peaks, at both intersections. Delay at 3rd Ave/15th St/ Florida Rd will reach an hour per vehicle.

- The remaining intersections will have 80% more traffic demand in 2041 than now. The added traffic will mostly spill northbound of the study area, so SBL and WBR at Main Ave & 15th St intersection, and NB movement at 3rd Ave & 15th Street will have delays with LOS F. In addition, a vehicle waiting at a STOP at 13th St to enter Main Ave will wait up to 45 seconds (LOS E).

- Removal of SBL maneuver reduces delays at Camino Del Rio/Main Ave/14th St. Sensitivity analysis of the SBL removal showed that 3rd Ave & 15th St intersection would suffer most with added traffic demand.

- The best effect of SBL removal at Camino Del Rio/Main Ave/14th St is when combined with RI/RO only operations. In this way, 2041 delay improves to LOS C in a morning peak and LOS D in the afternoon peak. However, WBL maneuver at Main Ave/13th will be delayed up to 5 minutes per vehicle in a future PM peak.

- Converting 14th Street to a one-way WB street deteriorates Camino Del Rio/Main Ave/14th St intersection operations, due to the reduced outflow capacity.

- The realigned 5th intersection leg at Camino Del Rio/Main Ave/14th St increases delays, by lowering the intersection capacity for all approaches.

- Both removal of NBL and continuous flow intersection at 3rd Ave & 15th St improve operations, but insufficiently.

- The mini roundabout improves peak operations to LOS B in 2041, if traffic demand growth matches US 550 growth.

- 2nd St functioning as a one-way southbound street increases delays at both Camino Del Rio/Main Ave/14th St and its neighboring intersection Main Ave & 15th St (LOS E or F). It is even worse if 2nd St gets split into NB and SB one-way segments separated by 14th Street.

Transforming the 14th Street approach to US 550 to Right-In/ Right-Out and removing the existing SBL (Scenario 2) would have the most positive effect for Main Ave & Camino Del Rio/14th St intersection operations, with a limited negative impact to Main Ave & 15th Street intersection. However, SEH recommends that the 14th Street approach to US 550 be converted to Right-In/ Right-Out and the existing SBL be removed. In addition E 2nd Ave be converted to one-way SB to accommodate the two-way cycle track (Scenario 7). The one-way SB conversion of E 2nd will come with a reduction in LOS on adjacent intersections vs. Scenario 2.

Also, the proposed mini roundabout at 3rd Ave/15th St/ Florida Rd potentially improves service at all directions in 2041. The sufficient inscribed diameter is 80 feet, keeping Right of Way acquisition and construction costs relatively low. With the proposed two redesigns, both current traffic bottlenecks could be eradicated for the next 20 years. The City will need to be cognizant of the grade of 15th Street (eastbound) as it enters the RAB, which is steep and should be mitigated as best as possible.

The proposed mini roundabout might decrease approach turn and broadside crashes at the intersection as well as severity of other crashes. However, vulnerable groups should be additionally protected with high visibility crossings or shared pedestrian/bicycle paths near the roundabout.

Bike lanes along 2nd Ave will help multimodality, sustainability and midtown economic development and aesthetics.

Appendix A

Traffic Count Data

13 & MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound 0						Northbound MAIN						Eastbound 13TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	2	0	0	*2*	0	0	0	0	2	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**4**
6:15 AM	0	0	9	0	0	*9*	0	0	0	0	1	*0*	1	0	3	0	0	*4*	0	0	0	0	0	*0*	**13**
6:30 AM	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	0	7	1	0	*8*	0	0	0	0	0	*0*	**17**
6:45 AM	0	0	7	0	0	*7*	0	0	0	0	1	*0*	0	0	4	1	2	*5*	0	0	0	0	0	*0*	**12**
Hourly Total	0	0	27	0	0	*27*	0	0	0	0	4	*0*	1	0	15	3	2	*19*	0	0	0	0	0	*0*	**46**
7:00 AM	0	0	14	0	0	*14*	0	2	0	1	1	*3*	0	0	13	3	1	*16*	0	0	0	0	0	*0*	**33**
7:15 AM	0	0	26	0	0	*26*	0	1	0	0	1	*1*	0	0	12	3	0	*15*	0	0	0	0	0	*0*	**42**
7:30 AM	0	1	32	0	0	*33*	0	1	0	2	4	*3*	0	0	32	9	1	*41*	0	0	0	0	0	*0*	**77**
7:45 AM	0	2	50	0	0	*52*	0	3	0	1	0	*4*	0	0	54	7	1	*61*	0	0	0	0	0	*0*	**117**
Hourly Total	0	3	122	0	0	*125*	0	7	0	4	6	*11*	0	0	111	22	3	*133*	0	0	0	0	0	*0*	**269**

13 & MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound 0						Northbound MAIN						Eastbound 13TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	4	71	0	0	*75*	0	4	0	0	0	*4*	0	0	44	7	0	*51*	0	0	0	0	0	*0*	**130**
8:15 AM	0	1	61	0	0	*62*	0	3	0	3	4	*6*	0	0	60	2	0	*62*	0	0	0	0	0	*0*	**130**
8:30 AM	0	0	45	0	0	*45*	0	1	0	0	5	*1*	0	0	49	5	3	*54*	0	0	0	0	0	*0*	**100**
8:45 AM	0	2	43	0	0	*45*	0	3	0	0	4	*3*	0	0	40	2	0	*42*	0	0	0	0	0	*0*	**90**
Hourly Total	0	7	220	0	0	*227*	0	11	0	3	13	*14*	0	0	193	16	3	*209*	0	0	0	0	0	*0*	**450**
9:00 AM	0	2	41	0	1	*43*	0	4	0	1	2	*5*	0	0	30	1	1	*31*	0	0	0	0	0	*0*	**79**
9:15 AM	0	1	58	0	0	*59*	0	2	0	0	5	*2*	1	0	45	4	1	*50*	0	0	0	0	0	*0*	**111**
9:30 AM	0	1	67	0	0	*68*	0	3	0	1	4	*4*	0	0	50	2	3	*52*	0	0	0	0	0	*0*	**124**
9:45 AM	0	0	75	0	3	*75*	0	5	0	2	2	*7*	0	0	58	3	0	*61*	0	0	0	0	0	*0*	**143**
Hourly Total	0	4	241	0	4	*245*	0	14	0	4	13	*18*	1	0	183	10	5	*194*	0	0	0	0	0	*0*	**457**
10:00 AM	0	3	50	0	0	*53*	0	2	0	1	2	*3*	0	0	53	5	1	*58*	0	0	0	0	0	*0*	**114**
10:15 AM	0	3	51	0	3	*54*	0	2	0	0	2	*2*	0	0	52	7	1	*59*	0	0	0	0	0	*0*	**115**
10:30 AM	0	0	47	0	1	*47*	0	2	0	0	8	*2*	0	0	40	2	2	*42*	0	0	0	0	0	*0*	**91**
10:45 AM	0	0	72	0	0	*72*	0	4	0	2	4	*6*	2	0	66	4	1	*72*	0	0	0	0	0	*0*	**150**
Hourly Total	0	6	220	0	4	*226*	0	10	0	3	16	*13*	2	0	211	18	5	*231*	0	0	0	0	0	*0*	**470**
11:00 AM	0	3	80	0	2	*83*	0	4	0	0	4	*4*	0	0	64	5	2	*69*	0	0	0	0	0	*0*	**156**
11:15 AM	0	4	83	0	4	*87*	0	7	0	2	1	*9*	0	0	72	4	1	*76*	0	0	0	0	0	*0*	**172**
11:30 AM	1	1	70	0	0	*72*	0	7	0	2	3	*9*	0	0	88	4	3	*92*	0	0	0	0	0	*0*	**173**
11:45 AM	1	4	76	0	0	*81*	0	13	0	0	4	*13*	0	0	83	6	5	*89*	0	0	0	0	0	*0*	**183**
Hourly Total	2	12	309	0	6	*323*	0	31	0	4	12	*35*	0	0	307	19	11	*326*	0	0	0	0	0	*0*	**684**
12:00 PM	0	1	59	0	3	*60*	0	6	0	2	6	*8*	0	0	82	4	3	*86*	0	0	0	0	0	*0*	**154**
12:15 PM	0	2	70	0	3	*72*	0	7	0	0	7	*7*	0	0	81	10	0	*91*	0	0	0	0	0	*0*	**170**
12:30 PM	0	0	68	0	1	*68*	0	6	0	4	1	*10*	1	0	91	8	2	*100*	0	0	0	0	0	*0*	**178**
12:45 PM	1	3	88	0	2	*92*	0	8	0	2	8	*10*	1	0	83	15	1	*99*	0	0	0	0	0	*0*	**201**
Hourly Total	1	6	285	0	9	*292*	0	27	0	8	22	*35*	2	0	337	37	6	*376*	0	0	0	0	0	*0*	**703**
1:00 PM	0	1	69	0	1	*70*	0	6	0	2	5	*8*	0	0	76	3	3	*79*	0	0	0	0	0	*0*	**157**
1:15 PM	0	1	57	0	0	*58*	0	5	0	3	4	*8*	0	0	85	5	1	*90*	0	0	0	0	0	*0*	**156**
1:30 PM	0	1	77	0	0	*78*	0	6	0	2	5	*8*	0	0	78	7	5	*85*	0	0	0	0	0	*0*	**171**
1:45 PM	0	1	64	0	1	*65*	0	7	0	0	2	*7*	0	0	83	4	7	*87*	0	0	0	0	0	*0*	**159**
Hourly Total	0	4	267	0	2	*271*	0	24	0	7	16	*31*	0	0	322	19	16	*341*	0	0	0	0	0	*0*	**643**
2:00 PM	0	2	60	0	0	*62*	0	1	0	2	2	*3*	2	0	65	7	4	*74*	0	0	0	0	0	*0*	**139**
2:15 PM	0	1	88	0	2	*89*	0	5	0	1	4	*6*	0	0	101	5	1	*106*	0	0	0	0	0	*0*	**201**
2:30 PM	0	0	89	0	1	*89*	0	7	0	2	1	*9*	0	0	98	5	1	*103*	0	0	0	0	0	*0*	**201**
2:45 PM	0	1	58	0	0	*59*	0	6	0	3	2	*9*	0	0	109	7	0	*116*	0	0	0	0	0	*0*	**184**
Hourly Total	0	4	295	0	3	*299*	0	19	0	8	9	*27*	2	0	373	24	6	*399*	0	0	0	0	0	*0*	**725**
3:00 PM	0	0	89	0	2	*89*	0	5	0	1	4	*6*	0	0	98	4	4	*102*	0	0	0	0	0	*0*	**197**
3:15 PM	0	2	72	0	0	*74*	0	6	0	4	8	*10*	0	0	105	10	3	*115*	0	0	0	0	0	*0*	**199**
3:30 PM	1	6	84	0	0	*91*	0	6	0	0	3	*6*	0	0	85	8	3	*93*	0	0	0	0	0	*0*	**190**
3:45 PM	0	0	90	0	0	*90*	0	11	0	3	4	*14*	0	0	98	11	3	*109*	0	0	0	0	0	*0*	**213**
Hourly Total	1	8	335	0	2	*344*	0	28	0	8	19	*36*	0	0	386	33	13	*419*	0	0	0	0	0	*0*	**799**

13 & MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound 0						Northbound MAIN						Eastbound 13TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	85	0	0	*85*	0	3	0	5	5	*8*	0	0	110	9	1	*119*	0	0	0	0	0	*0*	**212**
4:15 PM	0	4	71	0	0	*75*	0	5	0	5	8	*10*	0	0	97	9	5	*106*	0	0	0	0	0	*0*	**191**
4:30 PM	0	0	72	0	2	*72*	0	9	0	3	6	*12*	0	0	114	15	0	*129*	0	0	0	0	0	*0*	**213**
4:45 PM	0	2	72	0	1	*74*	0	1	0	0	3	*1*	1	0	90	4	1	*95*	0	0	0	0	0	*0*	**170**
Hourly Total	0	6	300	0	3	*306*	0	18	0	13	22	*31*	1	0	411	37	7	*449*	0	0	0	0	0	*0*	**786**
5:00 PM	0	0	72	0	1	*72*	0	8	0	2	4	*10*	0	0	93	4	6	*97*	0	0	0	0	0	*0*	**179**
5:15 PM	0	4	73	0	0	*77*	0	4	0	5	1	*9*	0	0	88	9	0	*97*	0	0	0	0	0	*0*	**183**
5:30 PM	0	0	64	0	0	*64*	0	5	0	3	1	*8*	0	0	105	3	3	*108*	0	0	0	0	0	*0*	**180**
5:45 PM	0	4	82	0	0	*86*	0	6	0	4	7	*10*	1	0	62	8	0	*71*	0	0	0	0	0	*0*	**167**
Hourly Total	0	8	291	0	1	*299*	0	23	0	14	13	*37*	1	0	348	24	9	*373*	0	0	0	0	0	*0*	**709**
6:00 PM	0	0	80	0	0	*80*	0	7	0	0	4	*7*	0	0	64	3	5	*67*	0	0	0	0	0	*0*	**154**
6:15 PM	0	2	82	0	0	*84*	0	14	0	2	9	*16*	5	0	95	6	2	*106*	0	0	0	0	0	*0*	**206**
6:30 PM	0	0	71	0	2	*71*	0	1	0	0	6	*1*	0	0	70	1	1	*71*	0	0	0	0	0	*0*	**143**
6:45 PM	0	0	65	0	2	*65*	0	5	0	0	7	*5*	0	0	69	5	0	*74*	0	0	0	0	0	*0*	**144**
Hourly Total	0	2	298	0	4	*300*	0	27	0	2	26	*29*	5	0	298	15	8	*318*	0	0	0	0	0	*0*	**647**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**4**	**70**	**3210**	**0**	**38**	***3284***	**0**	**239**	**0**	**78**	**191**	***317***	**15**	**0**	**3495**	**277**	**94**	***3787***	**0**	**0**	**0**	**0**	**0**	***0***	**7388**
Cars	4	70	3155	0	36	*3229*	0	236	0	78	170	*314*	15	0	3440	276	91	*3731*	0	0	0	0	0	*0*	**7274**
Heavy Vehicles	0	0	55	0	2	*55*	0	3	0	0	21	*3*	0	0	55	1	3	*56*	0	0	0	0	0	*0*	**114**
Heavy Vehicle %	0.00%	0.00%	1.71%	0.00%	5.26%	*1.67%*	0.00%	1.26%	0.00%	0.00%	10.99%	*0.95%*	0.00%	0.00%	1.57%	0.36%	3.19%	*1.48%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**1.54%**

13 & MAIN
DURANGO CO
Friday, September 3, 2021

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	3	80	0	2	*83*	0	4	0	0	4	*4*	0	0	64	5	2	*69*	0	0	0	0	0	*0*	**156**
11:15 AM	0	4	83	0	4	*87*	0	7	0	2	1	*9*	0	0	72	4	1	*76*	0	0	0	0	0	*0*	**172**
11:30 AM	1	1	70	0	0	*72*	0	7	0	2	3	*9*	0	0	88	4	3	*92*	0	0	0	0	0	*0*	**173**
11:45 AM	1	4	76	0	0	*81*	0	13	0	0	4	*13*	0	0	83	6	5	*89*	0	0	0	0	0	*0*	**183**
Peak Hour Total	2	12	309	0	6	*323*	0	31	0	4	12	*35*	0	0	307	19	11	*326*	0	0	0	0	0	*0*	**684**
PHF	0.500	0.750	0.931	0.000	0.375	*0.928*	0.000	0.596	0.000	0.500	0.750	*0.673*	0.000	0.000	0.872	0.792	0.550	*0.886*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.934**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:45 PM	0	0	90	0	0	*90*	0	11	0	3	4	*14*	0	0	98	11	3	*109*	0	0	0	0	0	*0*	**213**
4:00 PM	0	0	85	0	0	*85*	0	3	0	5	5	*8*	0	0	110	9	1	*119*	0	0	0	0	0	*0*	**212**
4:15 PM	0	4	71	0	0	*75*	0	5	0	5	8	*10*	0	0	97	9	5	*106*	0	0	0	0	0	*0*	**191**
4:30 PM	0	0	72	0	2	*72*	0	9	0	3	6	*12*	0	0	114	15	0	*129*	0	0	0	0	0	*0*	**213**
Peak Hour Total	0	4	318	0	2	*322*	0	28	0	16	23	*44*	0	0	419	44	9	*463*	0	0	0	0	0	*0*	**829**
PHF	0.000	0.250	0.883	0.000	0.250	*0.894*	0.000	0.636	0.000	0.800	0.719	*0.786*	0.000	0.000	0.919	0.733	0.450	*0.897*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.973**

Total Vehicles On Leg			6861		
Vehicles Entering Intersection	3284		Vehicles Exiting Intersection		3577
Southbound					
Cars	0	3155	70	4	36
Heavy	0	55	0	0	2
Total	**0**	**3210**	**70**	**4**	**38**

Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Vehicles Exiting Intersection 0	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 317	Vehicles Exiting Intersection 347	Total Vehicles on Leg 664
78	0	**78**				
0	0	**0**				
236	3	**239**				
0	0	**0**				
170	21	**191**				

Cars	91	15	0	3440	276
Heavy	3	0	0	55	1
Total	**94**	**15**	**0**	**3495**	**277**
Northbound					
Vehicles Entering Intersection	3787		Vehicles Exiting Intersection		3464
Total Vehicles On Leg			7251		

14th & 2nd
Durango CO
Thursday, May 27, 2021

Time	Southbound 2nd						Westbound 14th						Northbound 2nd						Eastbound 14th						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	1	1	0	*2*	0	1	12	0	1	*13*	0	0	0	0	0	*0*	0	1	0	1	0	*2*	**17**
6:15 AM	0	0	1	2	0	*3*	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**18**
6:30 AM	0	0	1	0	1	*1*	0	0	27	0	0	*27*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**28**
6:45 AM	0	0	2	5	1	*7*	0	2	20	0	0	*22*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**31**
Hourly Total	0	0	5	8	2	*13*	0	3	73	0	1	*76*	0	0	1	0	0	*1*	0	2	1	1	0	*4*	**94**
7:00 AM	0	0	0	3	0	*3*	0	2	20	0	1	*22*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**27**
7:15 AM	0	0	3	9	0	*12*	0	3	29	0	0	*32*	0	0	0	0	0	*0*	0	2	1	4	0	*7*	**51**
7:30 AM	0	2	4	13	0	*19*	0	3	40	0	0	*43*	0	2	3	1	0	*6*	0	1	6	1	1	*8*	**76**
7:45 AM	0	3	3	30	1	*36*	0	5	51	0	1	*56*	0	1	1	1	0	*3*	0	2	9	1	2	*12*	**107**
Hourly Total	0	5	10	55	1	*70*	0	13	140	0	2	*153*	0	3	4	2	0	*9*	0	5	18	6	3	*29*	**261**

14th & 2nd
Durango CO
Thursday, May 27, 2021

Time	Southbound 2nd						Westbound 14th						Northbound 2nd						Eastbound 14th						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	1	4	13	0	*18*	0	4	28	0	0	*32*	0	0	0	1	1	*1*	0	1	2	1	0	*4*	**55**
8:15 AM	0	4	1	17	0	*22*	0	2	32	0	0	*34*	0	1	2	0	0	*3*	0	4	7	0	0	*11*	**70**
8:30 AM	0	2	4	12	0	*18*	0	2	19	2	1	*23*	0	2	0	1	0	*3*	1	1	5	2	0	*9*	**53**
8:45 AM	0	0	0	15	2	*15*	0	1	28	0	0	*29*	0	2	1	3	0	*6*	0	6	11	1	0	*18*	**68**
Hourly Total	0	7	9	57	2	*73*	0	9	107	2	1	*118*	0	5	3	5	1	*13*	1	12	25	4	0	*42*	**246**
9:00 AM	0	4	0	16	0	*20*	0	1	22	1	1	*24*	0	0	0	0	0	*0*	0	1	9	0	0	*10*	**54**
9:15 AM	0	0	1	23	3	*24*	0	0	24	0	0	*24*	0	2	0	1	1	*3*	0	4	4	1	1	*9*	**60**
9:30 AM	0	0	2	18	2	*20*	0	2	19	1	1	*22*	0	2	0	1	4	*3*	0	4	7	1	3	*12*	**57**
9:45 AM	0	1	1	19	2	*21*	0	0	29	0	1	*29*	0	1	1	1	1	*3*	0	5	11	2	1	*18*	**71**
Hourly Total	0	5	4	76	7	*85*	0	3	94	2	3	*99*	0	5	1	3	6	*9*	0	14	31	4	5	*49*	**242**
10:00 AM	0	4	1	23	0	*28*	0	1	29	1	0	*31*	0	1	0	1	0	*2*	0	3	6	1	2	*10*	**71**
10:15 AM	0	2	2	18	3	*22*	0	2	25	0	0	*27*	0	0	0	2	2	*2*	0	3	12	5	1	*20*	**71**
10:30 AM	0	4	1	20	0	*25*	0	0	32	0	1	*32*	0	2	4	0	0	*6*	0	1	7	3	1	*11*	**74**
10:45 AM	0	5	5	25	3	*35*	0	0	26	0	1	*26*	0	2	1	2	0	*5*	0	5	9	0	3	*14*	**80**
Hourly Total	0	15	9	86	6	*110*	0	3	112	1	2	*116*	0	5	5	5	2	*15*	0	12	34	9	7	*55*	**296**
11:00 AM	0	0	1	21	0	*22*	0	0	17	0	0	*17*	0	4	3	2	0	*9*	0	7	14	3	1	*24*	**72**
11:15 AM	0	1	4	15	3	*20*	0	1	25	1	1	*27*	0	2	4	0	0	*6*	0	6	17	0	0	*23*	**76**
11:30 AM	0	3	0	15	2	*18*	0	2	32	1	3	*35*	0	4	2	1	1	*7*	0	5	20	2	0	*27*	**87**
11:45 AM	0	0	2	16	3	*18*	0	4	39	2	0	*45*	0	2	1	2	1	*5*	0	6	14	0	6	*20*	**88**
Hourly Total	0	4	7	67	8	*78*	0	7	113	4	4	*124*	0	12	10	5	2	*27*	0	24	65	5	7	*94*	**323**
12:00 PM	0	1	2	23	2	*26*	0	0	19	0	2	*19*	0	2	1	5	0	*8*	0	9	10	1	0	*20*	**73**
12:15 PM	0	1	4	26	0	*31*	0	2	19	1	2	*22*	0	5	2	2	0	*9*	0	5	13	1	0	*19*	**81**
12:30 PM	0	1	2	15	0	*18*	0	1	40	1	0	*42*	0	3	2	7	0	*12*	0	7	15	1	2	*23*	**95**
12:45 PM	0	3	3	25	1	*31*	0	1	28	2	1	*31*	0	4	2	2	0	*8*	0	4	10	0	0	*14*	**84**
Hourly Total	0	6	11	89	3	*106*	0	4	106	4	5	*114*	0	14	7	16	0	*37*	0	25	48	3	2	*76*	**333**
1:00 PM	0	5	3	16	0	*24*	0	0	22	1	0	*23*	0	4	4	6	0	*14*	0	4	10	1	0	*15*	**76**
1:15 PM	0	1	0	19	2	*20*	0	0	34	2	0	*36*	0	2	0	4	0	*6*	0	14	16	2	5	*32*	**94**
1:30 PM	0	2	0	13	0	*15*	0	1	32	0	0	*33*	0	2	2	1	0	*5*	0	7	11	1	1	*19*	**72**
1:45 PM	0	3	2	18	2	*23*	0	0	26	0	2	*26*	0	2	0	2	0	*4*	0	4	12	4	3	*20*	**73**
Hourly Total	0	11	5	66	4	*82*	0	1	114	3	2	*118*	0	10	6	13	0	*29*	0	29	49	8	9	*86*	**315**
2:00 PM	0	2	2	21	0	*25*	0	2	31	1	1	*34*	0	4	3	1	2	*8*	0	12	11	2	1	*25*	**92**
2:15 PM	0	3	0	13	2	*16*	0	0	19	2	0	*21*	0	1	1	0	0	*2*	0	3	3	1	2	*7*	**46**
2:30 PM	0	1	3	37	3	*41*	0	0	30	2	2	*32*	0	1	1	0	0	*2*	1	10	13	1	8	*25*	**100**
2:45 PM	0	1	2	28	1	*31*	0	4	28	0	1	*32*	0	2	4	5	1	*11*	0	8	10	5	2	*23*	**97**
Hourly Total	0	7	7	99	6	*113*	0	6	108	5	4	*119*	0	8	9	6	3	*23*	1	33	37	9	13	*80*	**335**
3:00 PM	0	3	0	33	0	*36*	0	0	29	0	0	*29*	0	3	3	2	0	*8*	0	9	7	4	3	*20*	**93**
3:15 PM	0	1	0	27	0	*28*	0	0	20	1	0	*21*	0	6	3	4	0	*13*	0	9	16	5	0	*30*	**92**
3:30 PM	0	0	2	27	2	*29*	0	0	18	3	0	*21*	0	5	1	5	0	*11*	0	12	16	1	4	*29*	**90**
3:45 PM	0	1	5	31	4	*37*	0	4	29	1	1	*34*	0	2	1	5	0	*8*	0	8	17	1	7	*26*	**105**
Hourly Total	0	5	7	118	6	*130*	0	4	96	5	1	*105*	0	16	8	16	0	*40*	0	38	56	11	14	*105*	**380**

14th & 2nd
Durango CO
Thursday, May 27, 2021

Time	Southbound 2nd						Westbound 14th						Northbound 2nd						Eastbound 14th						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	1	29	0	*31*	0	0	29	1	1	*30*	0	8	5	7	0	*20*	0	10	12	0	1	*22*	**103**
4:15 PM	0	1	2	32	3	*35*	0	0	28	0	1	*28*	0	2	4	3	1	*9*	0	4	10	1	4	*15*	**87**
4:30 PM	0	0	1	25	1	*26*	0	1	20	1	1	*22*	0	6	2	0	0	*8*	0	3	15	1	1	*19*	**75**
4:45 PM	0	3	6	23	0	*32*	0	0	25	0	0	*25*	0	0	2	3	0	*5*	0	7	12	3	0	*22*	**84**
Hourly Total	0	5	10	109	4	*124*	0	1	102	2	3	*105*	0	16	13	13	1	*42*	0	24	49	5	6	*78*	**349**
5:00 PM	0	2	1	34	3	*37*	0	0	36	0	3	*36*	0	3	3	3	0	*9*	0	9	15	4	1	*28*	**110**
5:15 PM	0	2	1	20	0	*23*	0	2	30	1	0	*33*	0	3	2	4	0	*9*	0	6	11	4	2	*21*	**86**
5:30 PM	0	1	2	19	0	*22*	0	0	21	0	0	*21*	0	1	3	0	0	*4*	0	5	4	0	2	*9*	**56**
5:45 PM	0	2	2	20	1	*24*	0	0	26	0	2	*26*	0	1	1	1	2	*3*	0	7	12	1	1	*20*	**73**
Hourly Total	0	7	6	93	4	*106*	0	2	113	1	5	*116*	0	8	9	8	2	*25*	0	27	42	9	6	*78*	**325**
6:00 PM	0	3	4	19	0	*26*	0	0	19	0	1	*19*	0	2	4	1	3	*7*	0	11	9	0	0	*20*	**72**
6:15 PM	0	1	2	23	0	*26*	0	0	15	0	0	*15*	0	0	0	1	0	*1*	0	5	8	1	4	*14*	**56**
6:30 PM	0	1	1	10	0	*12*	0	0	11	4	0	*15*	0	1	3	1	0	*5*	1	5	9	0	1	*15*	**47**
6:45 PM	0	1	1	13	0	*15*	0	2	14	0	0	*16*	0	0	2	0	0	*2*	0	7	9	4	1	*20*	**53**
Hourly Total	0	6	8	65	0	*79*	0	2	59	4	1	*65*	0	3	9	3	3	*15*	1	28	35	5	6	*69*	**228**
7:00 PM	0	1	1	11	0	*13*	0	0	10	1	0	*11*	0	1	2	1	0	*4*	0	7	5	2	3	*14*	**42**
7:15 PM	0	0	1	9	0	*10*	0	0	14	0	0	*14*	0	1	0	0	0	*1*	0	4	14	0	2	*18*	**43**
7:30 PM	0	2	7	8	0	*17*	0	0	13	0	1	*13*	0	1	1	3	1	*5*	0	0	9	1	2	*10*	**45**
7:45 PM	0	4	2	7	1	*13*	0	0	17	0	0	*17*	0	1	1	0	1	*2*	0	7	11	0	3	*18*	**50**
Hourly Total	0	7	11	35	1	*53*	0	0	54	1	1	*55*	0	4	4	4	2	*12*	0	18	39	3	10	*60*	**180**
8:00 PM	0	0	6	8	0	*14*	0	0	7	0	0	*7*	0	0	2	0	0	*2*	1	3	7	2	0	*13*	**36**
8:15 PM	0	0	0	3	0	*3*	0	1	10	0	0	*11*	0	1	0	0	0	*1*	0	2	4	1	2	*7*	**22**
8:30 PM	0	0	0	5	0	*5*	0	1	11	0	0	*12*	0	0	0	0	0	*0*	0	2	5	1	0	*8*	**25**
8:45 PM	0	1	0	5	0	*6*	0	1	7	1	0	*9*	0	0	0	1	0	*1*	0	2	5	0	0	*7*	**23**
Hourly Total	0	1	6	21	0	*28*	0	3	35	1	0	*39*	0	1	2	1	0	*4*	1	9	21	4	2	*35*	**106**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**91**	**115**	**1044**	**54**	***1250***	**0**	**61**	**1426**	**35**	**35**	***1522***	**0**	**110**	**91**	**100**	**22**	***301***	**4**	**300**	**550**	**86**	**90**	***940***	**4013**
Cars	0	90	113	1018	52	*1221*	0	60	1360	34	29	*1454*	0	105	91	100	22	*296*	4	298	542	83	84	*927*	**3898**
Heavy Vehicles	0	1	2	26	2	*29*	0	1	66	1	6	*68*	0	5	0	0	0	*5*	0	2	8	3	6	*13*	**115**
Heavy Vehicle %	0.00%	1.10%	1.74%	2.49%	3.70%	*2.32%*	0.00%	1.64%	4.63%	2.86%	17.14%	*4.47%*	0.00%	4.55%	0.00%	0.00%	0.00%	*1.66%*	0.00%	0.67%	1.45%	3.49%	6.67%	*1.38%*	**2.87%**

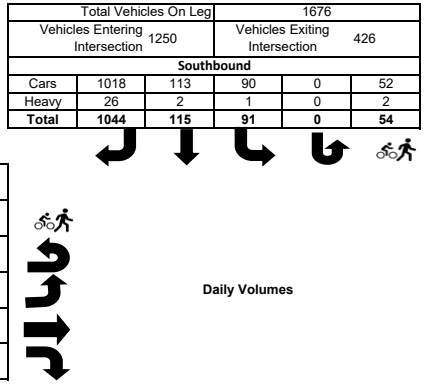
14th & 2nd
Durango CO
Thursday, May 27, 2021

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	1	21	0	*22*	0	0	17	0	0	*17*	0	4	3	2	0	*9*	0	7	14	3	1	*24*	**72**
11:15 AM	0	1	4	15	3	*20*	0	1	25	1	1	*27*	0	2	4	0	0	*6*	0	6	17	0	0	*23*	**76**
11:30 AM	0	3	0	15	2	*18*	0	2	32	1	3	*35*	0	4	2	1	1	*7*	0	5	20	2	0	*27*	**87**
11:45 AM	0	0	2	16	3	*18*	0	4	39	2	0	*45*	0	2	1	2	1	*5*	0	6	14	0	6	*20*	**88**
Peak Hour Total	0	4	7	67	8	*78*	0	7	113	4	4	*124*	0	12	10	5	2	*27*	0	24	65	5	7	*94*	**323**
PHF	0.000	0.333	0.438	0.798	0.667	*0.886*	0.000	0.438	0.724	0.500	0.333	*0.689*	0.000	0.750	0.625	0.625	0.500	*0.750*	0.000	0.857	0.813	0.417	0.292	*0.870*	**0.918**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:15 PM	0	1	0	27	0	*28*	0	0	20	1	0	*21*	0	6	3	4	0	*13*	0	9	16	5	0	*30*	**92**
3:30 PM	0	0	2	27	2	*29*	0	0	18	3	0	*21*	0	5	1	5	0	*11*	0	12	16	1	4	*29*	**90**
3:45 PM	0	1	5	31	4	*37*	0	4	29	1	1	*34*	0	2	1	5	0	*8*	0	8	17	1	7	*26*	**105**
4:00 PM	0	1	1	29	0	*31*	0	0	29	1	1	*30*	0	8	5	7	0	*20*	0	10	12	0	1	*22*	**103**
Peak Hour Total	0	3	8	114	6	*125*	0	4	96	6	2	*106*	0	21	10	21	0	*52*	0	39	61	7	12	*107*	**390**
PHF	0.000	0.750	0.400	0.919	0.375	*0.845*	0.000	0.250	0.828	0.500	0.500	*0.779*	0.000	0.656	0.500	0.750	0.000	*0.650*	0.000	0.813	0.897	0.350	0.429	*0.892*	**0.929**



Southbound					
Total Vehicles On Leg			1676		
Vehicles Entering Intersection	1250		Vehicles Exiting Intersection	426	
Cars	1018	113	90	0	52
Heavy	26	2	1	0	2
Total	**1044**	**115**	**91**	**0**	**54**

Eastbound				
Total Vehicles on Leg 3524	Vehicles Entering Intersection 940	Cars	Heavy	**Total**
		84	6	**90**
		4	0	**4**
	Vehicles Exiting Intersection 2584	298	2	**300**
		542	8	**550**
		83	3	**86**

Daily Volumes

Westbound				
Vehicles Entering Intersection 1522	Total Vehicles on Leg 2263	Cars	Heavy	**Total**
		34	1	**35**
		1360	66	**1426**
Vehicles Exiting Intersection 741		60	1	**61**
		0	0	**0**
		29	6	**35**



Northbound					
Cars	22	0	105	91	100
Heavy	0	0	5	0	0
Total	**22**	**0**	**110**	**91**	**100**
Vehicles Entering Intersection	301		Vehicles Exiting Intersection	262	
Total Vehicles On Leg			563		

15TH & 2ND
DURANGO CO
Thursday, May 27, 2021

Time	Southbound 2ND						Westbound 15TH						Northbound 2ND						Eastbound 15TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	1	6	0	3	*7*	0	1	0	0	0	*1*	0	0	13	1	0	*14*	**22**
6:15 AM	0	0	0	0	0	*0*	0	3	4	0	0	*7*	0	0	0	1	0	*1*	0	0	12	0	2	*12*	**20**
6:30 AM	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	0	1	31	1	0	*33*	**45**
6:45 AM	0	1	0	0	0	*1*	0	7	16	0	0	*23*	0	1	0	0	1	*1*	0	1	28	0	4	*29*	**54**
Hourly Total	0	1	0	0	0	*1*	0	11	38	0	3	*49*	0	2	0	1	1	*3*	0	2	84	2	6	*88*	**141**
7:00 AM	0	0	0	0	0	*0*	0	2	14	0	1	*16*	0	0	0	0	0	*0*	0	0	38	3	1	*41*	**57**
7:15 AM	0	2	0	0	0	*2*	0	9	19	0	2	*28*	0	0	1	0	0	*1*	0	0	57	6	4	*63*	**94**
7:30 AM	0	0	0	0	1	*0*	0	15	35	2	0	*52*	0	1	0	1	1	*2*	0	0	90	3	7	*93*	**147**
7:45 AM	0	1	1	0	0	*2*	0	33	72	2	0	*107*	0	0	0	0	0	*0*	0	1	107	5	2	*113*	**222**
Hourly Total	0	3	1	0	1	*4*	0	59	140	4	3	*203*	0	1	1	1	1	*3*	0	1	292	17	14	*310*	**520**

15TH & 2ND
DURANGO CO
Thursday, May 27, 2021

Time	Southbound 2ND						Westbound 15TH						Northbound 2ND						Eastbound 15TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	2	0	0	*2*	0	13	62	0	2	*75*	0	1	0	1	0	*2*	0	1	66	2	1	*69*	**148**
8:15 AM	0	2	0	1	1	*3*	0	20	53	0	4	*73*	0	4	0	2	0	*6*	0	1	80	2	0	*83*	**165**
8:30 AM	0	1	0	1	1	*2*	0	13	46	1	3	*60*	0	1	0	2	1	*3*	0	3	79	4	4	*86*	**151**
8:45 AM	0	2	0	1	0	*3*	0	13	48	0	1	*61*	0	1	1	4	0	*6*	0	1	85	3	1	*89*	**159**
Hourly Total	0	5	2	3	2	*10*	0	59	209	1	10	*269*	0	7	1	9	1	*17*	0	6	310	11	6	*327*	**623**
9:00 AM	0	0	0	1	0	*1*	0	13	28	0	2	*41*	0	1	0	1	0	*2*	0	2	60	8	3	*70*	**114**
9:15 AM	0	0	3	2	0	*5*	0	16	29	0	0	*45*	0	1	1	3	0	*5*	0	5	56	3	2	*64*	**119**
9:30 AM	0	1	1	1	1	*3*	0	16	27	2	3	*45*	0	2	1	1	0	*4*	0	5	58	3	5	*66*	**118**
9:45 AM	0	0	1	1	0	*2*	0	20	38	2	1	*60*	0	1	1	1	0	*3*	0	3	67	1	2	*71*	**136**
Hourly Total	0	1	5	5	1	*11*	0	65	122	4	6	*191*	0	5	3	6	0	*14*	0	15	241	15	12	*271*	**487**
10:00 AM	0	1	2	3	1	*6*	1	21	31	2	0	*55*	0	0	0	3	0	*3*	0	0	70	2	4	*72*	**136**
10:15 AM	0	3	0	1	1	*4*	0	19	34	3	1	*56*	0	0	0	3	0	*3*	0	0	71	4	1	*75*	**138**
10:30 AM	0	0	2	0	0	*2*	0	17	25	2	5	*44*	0	4	0	1	0	*5*	0	3	48	2	2	*53*	**104**
10:45 AM	0	1	6	3	0	*10*	0	23	36	4	0	*63*	0	1	0	1	0	*2*	0	0	79	4	1	*83*	**158**
Hourly Total	0	5	10	7	2	*22*	1	80	126	11	6	*218*	0	5	0	8	0	*13*	0	3	268	12	8	*283*	**536**
11:00 AM	0	2	3	0	0	*5*	0	15	36	3	0	*54*	0	4	0	6	0	*10*	0	1	67	4	2	*72*	**141**
11:15 AM	0	0	2	0	0	*2*	1	11	37	1	1	*50*	0	1	1	6	0	*8*	0	1	73	4	4	*78*	**138**
11:30 AM	0	2	1	1	0	*4*	0	16	38	1	1	*55*	0	4	2	5	0	*11*	0	3	71	1	8	*75*	**145**
11:45 AM	0	1	1	2	1	*4*	0	12	39	2	3	*53*	0	2	1	6	0	*9*	0	5	70	5	9	*80*	**146**
Hourly Total	0	5	7	3	1	*15*	1	54	150	7	5	*212*	0	11	4	23	0	*38*	0	10	281	14	23	*305*	**570**
12:00 PM	0	1	1	2	0	*4*	0	17	49	2	7	*68*	0	2	2	7	0	*11*	0	3	68	9	8	*80*	**163**
12:15 PM	0	4	1	1	0	*6*	0	24	54	5	4	*83*	0	2	3	5	1	*10*	0	0	66	7	6	*73*	**172**
12:30 PM	0	2	0	1	0	*3*	0	13	40	0	2	*53*	0	1	0	8	0	*9*	0	6	71	4	13	*81*	**146**
12:45 PM	0	1	2	2	0	*5*	0	21	41	5	4	*67*	0	1	0	5	0	*6*	0	0	78	8	7	*86*	**164**
Hourly Total	0	8	4	6	0	*18*	0	75	184	12	17	*271*	0	6	5	25	1	*36*	0	9	283	28	34	*320*	**645**
1:00 PM	0	1	0	1	0	*2*	1	18	38	3	2	*60*	0	0	1	7	2	*8*	0	4	80	5	2	*89*	**159**
1:15 PM	0	1	1	4	0	*6*	0	14	38	2	2	*54*	0	5	4	7	0	*16*	0	4	79	6	16	*89*	**165**
1:30 PM	0	7	3	1	0	*11*	0	10	41	1	1	*52*	0	4	1	4	1	*9*	0	4	71	2	12	*77*	**149**
1:45 PM	0	4	2	2	0	*8*	0	17	53	3	4	*73*	0	1	1	2	0	*4*	0	5	82	6	6	*93*	**178**
Hourly Total	0	13	6	8	0	*27*	1	59	170	9	9	*239*	0	10	7	20	3	*37*	0	17	312	19	36	*348*	**651**
2:00 PM	0	1	0	3	0	*4*	0	18	36	1	1	*55*	0	3	3	10	0	*16*	0	3	89	4	3	*96*	**171**
2:15 PM	0	0	2	1	1	*3*	1	9	45	2	6	*57*	0	3	0	4	3	*7*	0	2	87	3	6	*92*	**159**
2:30 PM	0	1	3	1	0	*5*	0	26	53	2	4	*81*	0	1	2	9	1	*12*	0	2	69	10	8	*81*	**179**
2:45 PM	0	0	2	2	0	*4*	0	21	54	1	3	*76*	0	1	0	9	0	*10*	0	3	73	8	8	*84*	**174**
Hourly Total	0	2	7	7	1	*16*	1	74	188	6	14	*269*	0	8	5	32	4	*45*	0	10	318	25	25	*353*	**683**
3:00 PM	0	1	1	0	0	*2*	0	25	46	1	0	*72*	0	1	2	9	1	*12*	0	2	81	11	4	*94*	**180**
3:15 PM	0	3	1	2	0	*6*	0	17	45	1	0	*63*	0	1	2	9	0	*12*	0	4	84	8	6	*96*	**177**
3:30 PM	0	2	1	1	0	*4*	0	24	41	2	2	*67*	0	8	1	7	0	*16*	0	4	88	5	4	*97*	**184**
3:45 PM	0	2	2	3	0	*7*	0	23	52	2	9	*77*	0	1	2	7	0	*10*	0	5	107	9	11	*121*	**215**
Hourly Total	0	8	5	6	0	*19*	0	89	184	6	11	*279*	0	11	7	32	1	*50*	0	15	360	33	25	*408*	**756**

15TH & 2ND
DURANGO CO
Thursday, May 27, 2021

Time	Southbound 2ND						Westbound 15TH						Northbound 2ND						Eastbound 15TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	1	2	3	0	*6*	0	20	40	1	4	*61*	0	1	0	11	1	*12*	0	4	104	5	5	*113*	**192**
4:15 PM	0	3	4	2	2	*9*	0	21	50	3	2	*74*	0	3	1	7	0	*11*	0	3	102	7	9	*112*	**206**
4:30 PM	0	1	4	5	0	*10*	0	23	50	3	3	*76*	0	1	0	2	0	*3*	0	9	95	2	4	*106*	**195**
4:45 PM	0	0	2	3	0	*5*	0	21	63	3	4	*87*	0	4	1	6	0	*11*	0	2	107	8	1	*117*	**220**
Hourly Total	0	5	12	13	2	*30*	0	85	203	10	13	*298*	0	9	2	26	1	*37*	0	18	408	22	19	*448*	**813**
5:00 PM	0	1	1	1	0	*3*	0	29	40	3	3	*72*	0	3	3	9	0	*15*	0	4	104	4	4	*112*	**202**
5:15 PM	0	0	0	1	0	*1*	0	10	48	4	4	*62*	0	2	1	6	2	*9*	0	2	98	11	9	*111*	**183**
5:30 PM	0	3	5	4	0	*12*	0	14	37	5	3	*56*	0	3	2	3	1	*8*	0	3	97	5	7	*105*	**181**
5:45 PM	0	2	1	4	0	*7*	0	18	35	3	3	*56*	0	2	1	6	0	*9*	0	2	86	6	2	*94*	**166**
Hourly Total	0	6	7	10	0	*23*	0	71	160	15	13	*246*	0	10	7	24	3	*41*	0	11	385	26	22	*422*	**732**
6:00 PM	0	1	2	1	0	*4*	0	14	49	0	2	*63*	0	6	0	9	0	*15*	0	2	82	10	2	*94*	**176**
6:15 PM	0	1	2	3	2	*6*	0	18	45	2	1	*65*	0	0	0	4	0	*4*	0	2	75	5	9	*82*	**157**
6:30 PM	0	0	6	4	0	*10*	0	7	36	4	4	*47*	0	3	3	9	0	*15*	0	7	59	4	9	*70*	**142**
6:45 PM	0	5	4	4	2	*13*	0	6	21	1	1	*28*	0	4	0	5	0	*9*	0	2	64	6	9	*72*	**122**
Hourly Total	0	7	14	12	4	*33*	0	45	151	7	8	*203*	0	13	3	27	0	*43*	0	13	280	25	29	*318*	**597**
7:00 PM	0	4	1	1	1	*6*	0	4	21	2	2	*27*	0	4	3	4	1	*11*	0	1	73	8	6	*82*	**126**
7:15 PM	0	2	1	2	0	*5*	1	6	29	1	1	*37*	0	0	0	5	0	*5*	0	2	57	2	8	*61*	**108**
7:30 PM	0	0	2	1	0	*3*	0	12	24	1	1	*37*	0	0	0	1	0	*1*	0	2	38	1	2	*41*	**82**
7:45 PM	0	7	0	2	0	*9*	0	6	27	1	1	*34*	0	1	0	6	2	*7*	0	2	47	3	11	*52*	**102**
Hourly Total	0	13	4	6	1	*23*	1	28	101	5	5	*135*	0	5	3	16	3	*24*	0	7	215	14	27	*236*	**418**
8:00 PM	0	1	2	1	1	*4*	0	9	25	0	0	*34*	0	2	1	4	0	*7*	0	1	41	3	3	*45*	**90**
8:15 PM	0	1	0	0	2	*1*	0	2	18	2	1	*22*	0	0	0	2	0	*2*	0	2	43	1	6	*46*	**71**
8:30 PM	0	3	0	1	0	*4*	0	4	20	0	1	*24*	0	0	0	2	0	*2*	0	0	35	1	5	*36*	**66**
8:45 PM	0	4	0	1	0	*5*	0	5	20	0	1	*25*	0	1	1	2	1	*4*	0	0	31	0	4	*31*	**65**
Hourly Total	0	9	2	3	3	*14*	0	20	83	2	3	*105*	0	3	2	10	1	*15*	0	3	150	5	18	*158*	**292**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**91**	**86**	**89**	**18**	***266***	**5**	**874**	**2209**	**99**	**126**	***3187***	**0**	**106**	**50**	**260**	**20**	***416***	**0**	**140**	**4187**	**268**	**304**	***4595***	**8464**
Cars	0	90	83	88	6	*261*	5	855	2199	98	100	*3157*	0	106	50	257	19	*413*	0	138	4140	260	280	*4538*	**8369**
Heavy Vehicles	0	1	3	1	12	*5*	0	19	10	1	26	*30*	0	0	0	3	1	*3*	0	2	47	8	24	*57*	**95**
Heavy Vehicle %	0.00%	1.10%	3.49%	1.12%	66.67%	*1.88%*	0.00%	2.17%	0.45%	1.01%	20.63%	*0.94%*	0.00%	0.00%	0.00%	1.15%	5.00%	*0.72%*	0.00%	1.43%	1.12%	2.99%	7.89%	*1.24%*	**1.12%**

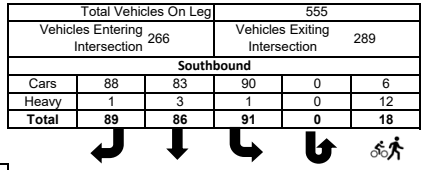
15TH & 2ND
DURANGO CO
Thursday, May 27, 2021

AM Peak Hour

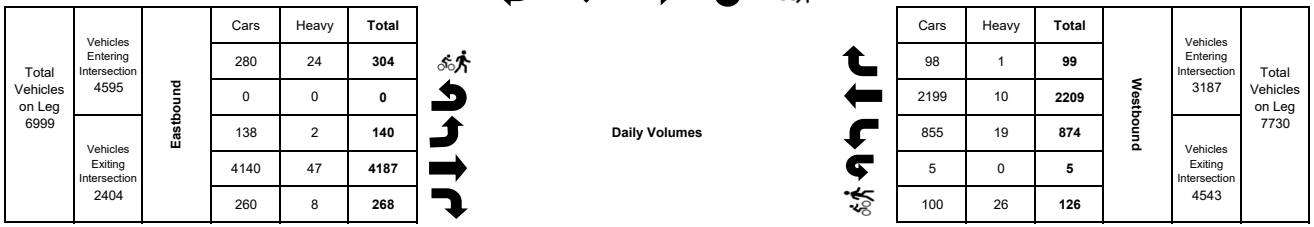
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:45 AM	0	1	1	0	0	*2*	0	33	72	2	0	*107*	0	0	0	0	0	*0*	0	1	107	5	2	*113*	**222**
8:00 AM	0	0	2	0	0	*2*	0	13	62	0	2	*75*	0	1	0	1	0	*2*	0	1	66	2	1	*69*	**148**
8:15 AM	0	2	0	1	1	*3*	0	20	53	0	4	*73*	0	4	0	2	0	*6*	0	1	80	2	0	*83*	**165**
8:30 AM	0	1	0	1	1	*2*	0	13	46	1	3	*60*	0	1	0	2	1	*3*	0	3	79	4	4	*86*	**151**
Peak Hour Total	0	4	3	2	2	*9*	0	79	233	3	9	*315*	0	6	0	5	1	*11*	0	6	332	13	7	*351*	**686**
PHF	0.000	0.500	0.375	0.500	0.500	*0.750*	0.000	0.598	0.809	0.375	0.563	*0.736*	0.000	0.375	0.000	0.625	0.250	*0.458*	0.000	0.500	0.776	0.650	0.438	*0.777*	**0.773**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	3	4	2	2	*9*	0	21	50	3	2	*74*	0	3	1	7	0	*11*	0	3	102	7	9	*112*	**206**
4:30 PM	0	1	4	5	0	*10*	0	23	50	3	3	*76*	0	1	0	2	0	*3*	0	9	95	2	4	*106*	**195**
4:45 PM	0	0	2	3	0	*5*	0	21	63	3	4	*87*	0	4	1	6	0	*11*	0	2	107	8	1	*117*	**220**
5:00 PM	0	1	1	1	0	*3*	0	29	40	3	3	*72*	0	3	3	9	0	*15*	0	4	104	4	4	*112*	**202**
Peak Hour Total	0	5	11	11	2	*27*	0	94	203	12	12	*309*	0	11	5	24	0	*40*	0	18	408	21	18	*447*	**823**
PHF	0.000	0.417	0.688	0.550	0.250	*0.675*	0.000	0.810	0.806	1.000	0.750	*0.888*	0.000	0.688	0.417	0.667	0.000	*0.667*	0.000	0.500	0.953	0.656	0.500	*0.955*	**0.935**



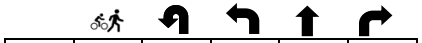
Total Vehicles On Leg			555		
Vehicles Entering Intersection	266		Vehicles Exiting Intersection		289
Southbound					
Cars	88	83	90	0	6
Heavy	1	3	1	0	12
Total	**89**	**86**	**91**	**0**	**18**



Total Vehicles on Leg 6999	Vehicles Entering Intersection 4595	Eastbound	Cars	Heavy	Total
			280	24	**304**
			0	0	**0**
	Vehicles Exiting Intersection 2404		138	2	**140**
			4140	47	**4187**
			260	8	**268**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 3187	Total Vehicles on Leg 7730
98	1	**99**			
2199	10	**2209**			
855	19	**874**		Vehicles Exiting Intersection 4543	
5	0	**5**			
100	26	**126**			



Cars	19	0	106	50	257
Heavy	1	0	0	0	3
Total	**20**	**0**	**106**	**50**	**260**
Northbound					
Vehicles Entering Intersection	416		Vehicles Exiting Intersection		1228
Total Vehicles On Leg			1644		

15TH & 3RD
DURANGO CO
Friday, September 3, 2021

Time	Southbound 3RD						Westbound 15TH						Northbound 0						Eastbound FLORIDA						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
12:15 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
12:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**5**
12:45 AM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**10**
Hourly Total	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**21**
1:00 AM	0	0	14	0	0	*14*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**14**
1:15 AM	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**11**
1:30 AM	0	0	28	0	0	*28*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**28**
1:45 AM	0	0	78	0	0	*78*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**78**
Hourly Total	0	0	131	0	0	*131*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**131**
2:00 AM	0	0	70	0	0	*70*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**70**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	70	0	0	*70*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**70**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	17	3	0	0	*20*	0	3	0	1	0	*4*	0	0	0	0	0	*0*	0	0	10	2	0	*12*	**36**
6:15 AM	0	22	3	0	0	*25*	0	2	0	2	0	*4*	0	0	0	0	0	*0*	0	0	6	3	0	*9*	**38**
6:30 AM	0	32	5	0	0	*37*	0	4	0	4	0	*8*	0	0	0	0	0	*0*	0	0	15	7	1	*22*	**67**
6:45 AM	0	37	11	0	0	*48*	0	6	0	8	0	*14*	0	0	0	0	0	*0*	0	0	12	11	0	*23*	**85**
Hourly Total	0	108	22	0	0	*130*	0	15	0	15	0	*30*	0	0	0	0	0	*0*	0	0	43	23	1	*66*	**226**
7:00 AM	0	47	14	0	0	*61*	0	9	0	12	0	*21*	0	0	0	0	0	*0*	0	0	14	11	0	*25*	**107**
7:15 AM	0	59	11	0	0	*70*	0	11	0	16	0	*27*	0	0	0	0	0	*0*	0	0	26	25	1	*51*	**148**
7:30 AM	0	85	29	0	0	*114*	1	20	0	21	0	*42*	0	0	0	0	0	*0*	0	0	51	39	2	*90*	**246**
7:45 AM	0	127	78	0	0	*205*	0	25	0	25	0	*50*	0	0	0	0	0	*0*	0	0	52	52	3	*104*	**359**
Hourly Total	0	318	132	0	0	*450*	1	65	0	74	0	*140*	0	0	0	0	0	*0*	0	0	143	127	6	*270*	**860**

15TH & 3RD
DURANGO CO
Friday, September 3, 2021

Time	Southbound 3RD						Westbound 15TH						Northbound 0						Eastbound FLORIDA						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	134	71	0	0	*205*	0	27	0	30	1	*57*	0	0	0	0	0	*0*	0	0	54	38	0	*92*	**354**
8:15 AM	0	99	52	0	0	*151*	0	29	0	34	0	*63*	0	0	0	0	0	*0*	0	0	49	35	1	*84*	**298**
8:30 AM	0	99	24	0	0	*123*	0	18	0	33	0	*51*	0	0	0	0	0	*0*	0	0	42	34	4	*76*	**250**
8:45 AM	0	73	29	0	0	*102*	1	21	0	29	0	*51*	0	0	0	0	0	*0*	0	0	42	32	1	*74*	**227**
Hourly Total	0	405	176	0	0	*581*	1	95	0	126	1	*222*	0	0	0	0	0	*0*	0	0	187	139	6	*326*	**1129**
9:00 AM	0	70	37	0	0	*107*	0	23	0	22	1	*45*	0	0	0	0	0	*0*	0	0	39	35	1	*74*	**226**
9:15 AM	0	101	46	0	0	*147*	0	15	0	31	0	*46*	0	0	0	0	0	*0*	0	0	39	25	2	*64*	**257**
9:30 AM	0	78	36	0	0	*114*	0	18	0	26	1	*44*	0	0	0	0	0	*0*	0	0	32	19	2	*51*	**209**
9:45 AM	0	74	35	0	0	*109*	0	23	0	33	0	*56*	0	0	0	0	0	*0*	0	0	32	27	3	*59*	**224**
Hourly Total	0	323	154	0	0	*477*	0	79	0	112	2	*191*	0	0	0	0	0	*0*	0	0	142	106	8	*248*	**916**
10:00 AM	0	85	26	0	0	*111*	1	24	0	31	2	*56*	0	0	0	0	0	*0*	0	0	37	26	6	*63*	**230**
10:15 AM	0	75	29	0	0	*104*	0	18	0	42	0	*60*	0	0	0	0	0	*0*	0	0	41	34	0	*75*	**239**
10:30 AM	0	63	27	0	0	*90*	0	16	0	31	0	*47*	0	0	0	0	0	*0*	0	0	34	28	1	*62*	**199**
10:45 AM	0	95	38	0	0	*133*	0	23	0	28	0	*51*	0	0	0	0	0	*0*	0	0	45	35	1	*80*	**264**
Hourly Total	0	318	120	0	0	*438*	1	81	0	132	2	*214*	0	0	0	0	0	*0*	0	0	157	123	8	*280*	**932**
11:00 AM	0	74	26	0	0	*100*	0	24	0	46	0	*70*	0	0	0	0	0	*0*	0	0	49	20	2	*69*	**239**
11:15 AM	0	81	36	0	0	*117*	0	36	0	43	0	*79*	0	0	0	0	0	*0*	0	0	42	35	3	*77*	**273**
11:30 AM	0	80	26	0	0	*106*	1	29	0	42	1	*72*	0	0	0	0	0	*0*	0	0	46	32	2	*78*	**256**
11:45 AM	0	84	24	0	0	*108*	0	17	0	51	0	*68*	0	0	0	0	0	*0*	0	0	55	34	5	*89*	**265**
Hourly Total	0	319	112	0	0	*431*	1	106	0	182	1	*289*	0	0	0	0	0	*0*	0	0	192	121	12	*313*	**1033**
12:00 PM	0	67	42	0	0	*109*	1	31	0	58	0	*90*	0	0	0	0	0	*0*	0	0	60	28	0	*88*	**287**
12:15 PM	0	84	33	0	0	*117*	1	43	0	48	0	*92*	0	0	0	0	0	*0*	0	0	57	20	1	*77*	**286**
12:30 PM	0	99	45	0	0	*144*	2	43	0	49	0	*94*	0	0	0	0	0	*0*	0	0	35	29	3	*64*	**302**
12:45 PM	0	78	32	0	0	*110*	3	38	0	40	0	*81*	0	0	0	0	0	*0*	0	0	50	30	1	*80*	**271**
Hourly Total	0	328	152	0	0	*480*	7	155	0	195	0	*357*	0	0	0	0	0	*0*	0	0	202	107	5	*309*	**1146**
1:00 PM	0	78	42	0	0	*120*	1	32	0	47	1	*80*	0	0	0	0	0	*0*	0	0	55	39	3	*94*	**294**
1:15 PM	0	87	28	0	0	*115*	0	24	0	53	0	*77*	0	0	0	0	0	*0*	0	0	45	22	1	*67*	**259**
1:30 PM	0	76	35	0	0	*111*	1	46	0	55	0	*102*	0	0	0	0	0	*0*	0	0	51	33	0	*84*	**297**
1:45 PM	0	71	39	0	0	*110*	1	24	0	37	0	*62*	0	0	0	0	0	*0*	0	0	56	38	2	*94*	**266**
Hourly Total	0	312	144	0	0	*456*	3	126	0	192	1	*321*	0	0	0	0	0	*0*	0	0	207	132	6	*339*	**1116**
2:00 PM	0	78	37	0	0	*115*	0	33	0	56	0	*89*	0	0	0	0	0	*0*	0	0	43	23	1	*66*	**270**
2:15 PM	0	87	36	0	0	*123*	3	26	0	58	1	*87*	0	0	0	0	0	*0*	0	0	70	28	1	*98*	**308**
2:30 PM	0	75	31	0	0	*106*	1	36	0	54	0	*91*	0	0	0	0	0	*0*	0	0	66	42	0	*108*	**305**
2:45 PM	0	86	59	0	0	*145*	0	43	0	60	1	*103*	0	0	0	0	0	*0*	0	0	53	26	3	*79*	**327**
Hourly Total	0	326	163	0	0	*489*	4	138	0	228	2	*370*	0	0	0	0	0	*0*	0	0	232	119	5	*351*	**1210**
3:00 PM	0	101	72	0	0	*173*	0	42	0	58	1	*100*	0	0	0	0	0	*0*	0	0	55	40	1	*95*	**368**
3:15 PM	0	88	40	0	0	*128*	1	53	0	59	0	*113*	0	0	0	0	0	*0*	0	0	74	37	0	*111*	**352**
3:30 PM	0	105	34	0	0	*139*	1	48	0	65	0	*114*	0	0	0	0	0	*0*	0	0	59	40	1	*99*	**352**
3:45 PM	0	84	45	0	0	*129*	0	34	0	62	0	*96*	0	0	0	0	0	*0*	0	0	76	50	2	*126*	**351**
Hourly Total	0	378	191	0	0	*569*	2	177	0	244	1	*423*	0	0	0	0	0	*0*	0	0	264	167	4	*431*	**1423**

15TH & 3RD
DURANGO CO
Friday, September 3, 2021

Time	Southbound 3RD						Westbound 15TH						Northbound 0						Eastbound FLORIDA						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	87	35	0	0	*122*	0	33	0	70	0	*103*	0	0	0	0	0	*0*	0	0	64	32	1	*96*	**321**
4:15 PM	0	84	39	0	0	*123*	1	24	0	80	0	*105*	0	0	0	0	0	*0*	0	0	64	27	0	*91*	**319**
4:30 PM	0	89	39	0	0	*128*	0	26	0	54	0	*80*	0	0	0	0	0	*0*	0	0	73	36	0	*109*	**317**
4:45 PM	0	97	38	0	1	*135*	0	37	0	62	0	*99*	0	0	0	0	0	*0*	0	0	65	36	6	*101*	**335**
Hourly Total	0	357	151	0	1	*508*	1	120	0	266	0	*387*	0	0	0	0	0	*0*	0	0	266	131	7	*397*	**1292**
5:00 PM	0	88	36	0	0	*124*	0	33	0	69	3	*102*	0	0	0	0	0	*0*	0	0	68	38	0	*106*	**332**
5:15 PM	1	91	43	0	0	*135*	1	29	0	80	1	*110*	0	0	0	0	0	*0*	0	0	73	27	6	*100*	**345**
5:30 PM	0	71	45	0	0	*116*	0	38	0	67	0	*105*	0	0	0	0	0	*0*	0	0	72	27	0	*99*	**320**
5:45 PM	0	87	41	0	0	*128*	1	28	0	59	0	*88*	0	0	0	0	0	*0*	0	0	57	22	0	*79*	**295**
Hourly Total	1	337	165	0	0	*503*	2	128	0	275	4	*405*	0	0	0	0	0	*0*	0	0	270	114	6	*384*	**1292**
6:00 PM	0	61	23	0	0	*84*	0	39	0	53	0	*92*	0	0	0	0	0	*0*	0	0	49	21	0	*70*	**246**
6:15 PM	0	48	34	0	0	*82*	1	30	0	50	2	*81*	0	0	0	0	0	*0*	0	0	65	20	0	*85*	**248**
6:30 PM	0	40	28	0	0	*68*	0	26	0	41	4	*67*	0	0	0	0	0	*0*	0	0	50	17	5	*67*	**202**
6:45 PM	0	56	22	0	0	*78*	1	21	0	39	1	*61*	0	0	0	0	0	*0*	0	0	69	15	0	*84*	**223**
Hourly Total	0	205	107	0	0	*312*	2	116	0	183	7	*301*	0	0	0	0	0	*0*	0	0	233	73	5	*306*	**919**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**1**	**4034**	**2011**	**0**	**1**	***6046***	**25**	**1401**	**0**	**2224**	**21**	***3650***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2538**	**1482**	**79**	***4020***	**13716**
Cars	1	3986	1761	0	1	*5748*	25	1392	0	2208	15	*3625*	0	0	0	0	0	*0*	0	0	2500	1461	42	*3961*	**13334**
Heavy Vehicles	0	48	28	0	0	*76*	0	9	0	16	6	*25*	0	0	0	0	0	*0*	0	0	38	21	37	*59*	**160**
Heavy Vehicle %	0.00%	1.19%	1.39%	0.00%	0.00%	*1.26%*	0.00%	0.64%	0.00%	0.72%	28.57%	*0.68%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	1.50%	1.42%	46.84%	*1.47%*	**1.17%**

15TH & 3RD
DURANGO CO
Friday, September 3, 2021

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:45 AM	0	127	78	0	0	*205*	0	25	0	25	0	*50*	0	0	0	0	0	*0*	0	0	52	52	3	*104*	**359**
8:00 AM	0	134	71	0	0	*205*	0	27	0	30	1	*57*	0	0	0	0	0	*0*	0	0	54	38	0	*92*	**354**
8:15 AM	0	99	52	0	0	*151*	0	29	0	34	0	*63*	0	0	0	0	0	*0*	0	0	49	35	1	*84*	**298**
8:30 AM	0	99	24	0	0	*123*	0	18	0	33	0	*51*	0	0	0	0	0	*0*	0	0	42	34	4	*76*	**250**
Peak Hour Total	0	459	225	0	0	*684*	0	99	0	122	1	*221*	0	0	0	0	0	*0*	0	0	197	159	8	*356*	**1261**
PHF	0.000	0.856	0.721	0.000	0.000	*0.834*	0.000	0.853	0.000	0.897	0.250	*0.877*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.912	0.764	0.500	*0.856*	**0.878**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:00 PM	0	101	72	0	0	*173*	0	42	0	58	1	*100*	0	0	0	0	0	*0*	0	0	55	40	1	*95*	**368**
3:15 PM	0	88	40	0	0	*128*	1	53	0	59	0	*113*	0	0	0	0	0	*0*	0	0	74	37	0	*111*	**352**
3:30 PM	0	105	34	0	0	*139*	1	48	0	65	0	*114*	0	0	0	0	0	*0*	0	0	59	40	1	*99*	**352**
3:45 PM	0	84	45	0	0	*129*	0	34	0	62	0	*96*	0	0	0	0	0	*0*	0	0	76	50	2	*126*	**351**
Peak Hour Total	0	378	191	0	0	*569*	2	177	0	244	1	*423*	0	0	0	0	0	*0*	0	0	264	167	4	*431*	**1423**
PHF	0.000	0.900	0.663	0.000	0.000	*0.822*	0.500	0.835	0.000	0.938	0.250	*0.928*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.868	0.835	0.500	*0.855*	**0.967**

Total Vehicles On Leg		8049			
Vehicles Entering Intersection	5824	Vehicles Exiting Intersection	2225		
Southbound					
Cars	0	1761	3986	1	1
Heavy	0	28	48	0	0
Total	**0**	**1789**	**4034**	**1**	**1**

Total Vehicles on Leg 4020	Vehicles Entering Intersection 4020	Vehicles Exiting Intersection 0	**Eastbound**	Cars	Heavy	**Total**
				42	37	**79**
				0	0	**0**
				0	0	**0**
				2500	38	**2538**
				1461	21	**1482**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 3650	Total Vehicles on Leg 10247
2208	16	**2224**			
0	0	**0**			
1392	9	**1401**		Vehicles Exiting Intersection 6597	
25	0	**25**			
15	6	**21**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0	Vehicles Exiting Intersection	4672		
Total Vehicles On Leg		4672			

15TH & MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound 15TH						Northbound MAIN						Eastbound 15TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	4	37	0	0	*41*	0	0	0	6	0	*6*	0	0	26	6	0	*32*	0	0	0	0	0	*0*	**79**
6:15 AM	0	5	67	0	0	*72*	0	0	0	5	0	*5*	0	0	41	7	0	*48*	0	0	0	0	0	*0*	**125**
6:30 AM	0	8	96	0	0	*104*	0	1	0	4	0	*5*	0	0	60	14	0	*74*	0	0	0	0	0	*0*	**183**
6:45 AM	0	13	121	0	0	*134*	0	0	0	11	1	*11*	0	0	68	8	0	*76*	0	0	0	0	0	*0*	**221**
Hourly Total	0	30	321	0	0	*351*	0	1	0	26	1	*27*	0	0	195	35	0	*230*	0	0	0	0	0	*0*	**608**
7:00 AM	0	17	112	0	0	*129*	0	0	0	17	0	*17*	1	0	102	21	0	*124*	0	0	0	0	0	*0*	**270**
7:15 AM	0	32	156	0	0	*188*	0	1	0	16	2	*17*	0	0	127	26	0	*153*	0	0	0	0	0	*0*	**358**
7:30 AM	0	45	234	0	1	*279*	0	0	0	42	1	*42*	0	0	196	47	0	*243*	0	0	0	0	0	*0*	**564**
7:45 AM	0	75	305	0	0	*380*	0	0	0	75	1	*75*	0	0	321	39	0	*360*	0	0	0	0	0	*0*	**815**
Hourly Total	0	169	807	0	1	*976*	0	1	0	150	4	*151*	1	0	746	133	0	*880*	0	0	0	0	0	*0*	**2007**

15TH & MAIN
DURANGO CO
Friday, September 3, 2021

	Southbound MAIN						Westbound 15TH						Northbound MAIN						Eastbound 15TH						
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
8:00 AM	0	54	353	0	0	*407*	0	0	0	75	0	*75*	1	0	251	27	0	*279*	0	0	0	0	0	*0*	**761**
8:15 AM	0	57	357	0	0	*414*	0	1	0	80	2	*81*	0	1	318	29	0	*348*	0	0	0	0	0	*0*	**843**
8:30 AM	0	42	230	0	0	*272*	0	0	0	29	4	*29*	0	0	219	37	0	*256*	0	0	0	0	0	*0*	**557**
8:45 AM	0	48	240	0	0	*288*	0	0	0	46	1	*46*	0	0	204	24	0	*228*	0	0	0	0	0	*0*	**562**
Hourly Total	0	201	1180	0	0	*1381*	0	1	0	230	7	*231*	1	1	992	117	0	*1111*	0	0	0	0	0	*0*	**2723**
9:00 AM	0	47	218	0	0	*265*	0	0	0	44	1	*44*	0	1	218	29	0	*248*	0	0	0	3	0	*3*	**560**
9:15 AM	0	35	246	0	0	*281*	0	0	0	43	0	*43*	0	0	227	27	0	*254*	0	0	0	2	0	*2*	**580**
9:30 AM	0	30	250	0	0	*280*	0	0	0	31	2	*31*	1	0	215	21	0	*237*	0	0	0	0	0	*0*	**548**
9:45 AM	0	43	247	0	0	*290*	0	1	0	36	0	*37*	0	1	222	25	0	*248*	0	0	0	0	0	*0*	**575**
Hourly Total	0	155	961	0	0	*1116*	0	1	0	154	3	*155*	1	2	882	102	0	*987*	0	0	0	5	0	*5*	**2263**
10:00 AM	0	32	247	0	0	*279*	0	0	0	33	0	*33*	0	2	206	25	0	*233*	0	0	0	0	0	*0*	**545**
10:15 AM	0	38	270	0	0	*308*	0	1	1	35	0	*37*	0	2	295	31	0	*328*	0	0	0	2	0	*2*	**675**
10:30 AM	0	31	253	0	0	*284*	0	0	0	36	0	*36*	0	2	255	19	0	*276*	0	0	0	2	0	*2*	**598**
10:45 AM	0	41	292	0	0	*333*	3	0	0	45	0	*48*	0	2	260	37	0	*299*	0	0	0	4	0	*4*	**684**
Hourly Total	0	142	1062	0	0	*1204*	3	1	1	149	0	*154*	0	8	1016	112	0	*1136*	0	0	0	8	0	*8*	**2502**
11:00 AM	0	35	271	0	0	*306*	0	0	0	45	2	*45*	0	1	280	39	0	*320*	0	0	0	2	0	*2*	**673**
11:15 AM	0	47	311	0	0	*358*	0	1	0	55	2	*56*	1	0	284	38	0	*323*	0	0	0	1	0	*1*	**738**
11:30 AM	0	36	271	0	0	*307*	0	0	0	48	0	*48*	0	0	290	31	0	*321*	0	0	0	1	0	*1*	**677**
11:45 AM	0	57	282	0	0	*339*	0	1	0	31	1	*32*	0	0	315	28	0	*343*	0	0	0	0	0	*0*	**714**
Hourly Total	0	175	1135	0	0	*1310*	0	2	0	179	5	*181*	1	1	1169	136	0	*1307*	0	0	0	4	0	*4*	**2802**
12:00 PM	0	42	284	0	0	*326*	0	3	0	54	0	*57*	0	2	308	40	0	*350*	0	1	0	2	0	*3*	**736**
12:15 PM	0	44	331	0	0	*375*	0	1	0	61	1	*62*	2	2	299	38	0	*341*	0	0	0	3	0	*3*	**781**
12:30 PM	0	30	318	0	0	*348*	0	0	0	52	1	*52*	0	1	318	30	0	*349*	0	0	0	1	0	*1*	**750**
12:45 PM	0	54	282	0	0	*336*	0	0	0	57	0	*57*	0	8	286	42	0	*336*	0	1	0	8	0	*9*	**738**
Hourly Total	0	170	1215	0	0	*1385*	0	4	0	224	2	*228*	2	13	1211	150	0	*1376*	0	2	0	14	0	*16*	**3005**
1:00 PM	0	46	304	0	0	*350*	0	1	0	53	5	*54*	0	1	327	39	0	*367*	0	0	0	3	0	*3*	**774**
1:15 PM	0	38	298	0	0	*336*	0	0	0	45	2	*45*	0	1	299	33	0	*333*	0	0	0	1	0	*1*	**715**
1:30 PM	0	45	275	0	0	*320*	0	0	0	67	0	*67*	2	1	287	33	0	*323*	0	0	0	1	0	*1*	**711**
1:45 PM	0	42	275	0	0	*317*	0	0	0	42	0	*42*	0	1	307	41	0	*349*	0	0	0	1	0	*1*	**709**
Hourly Total	0	171	1152	0	0	*1323*	0	1	0	207	7	*208*	2	4	1220	146	0	*1372*	0	0	0	6	0	*6*	**2909**
2:00 PM	0	32	282	0	0	*314*	0	1	0	53	2	*54*	0	2	318	28	0	*348*	0	1	0	0	0	*1*	**717**
2:15 PM	0	40	351	0	0	*391*	0	0	0	48	1	*48*	0	3	333	53	0	*389*	0	0	0	1	0	*1*	**829**
2:30 PM	0	52	316	0	0	*368*	0	0	0	54	2	*54*	0	3	322	42	0	*367*	0	0	0	2	0	*2*	**791**
2:45 PM	0	36	323	0	0	*359*	0	1	0	63	0	*64*	0	2	396	45	0	*443*	0	1	0	2	0	*3*	**869**
Hourly Total	0	160	1272	0	0	*1432*	0	2	0	218	5	*220*	0	10	1369	168	0	*1547*	0	2	0	5	0	*7*	**3206**
3:00 PM	0	48	319	0	0	*367*	0	0	0	75	2	*75*	1	3	344	44	0	*392*	0	0	0	1	0	*1*	**835**
3:15 PM	0	58	335	0	0	*393*	0	0	0	66	4	*66*	0	1	401	50	0	*452*	0	0	0	0	0	*0*	**911**
3:30 PM	0	53	371	0	0	*424*	0	0	0	69	2	*69*	1	1	346	41	0	*389*	0	0	0	0	0	*0*	**882**
3:45 PM	0	73	394	0	0	*467*	1	0	0	60	2	*61*	0	2	331	63	0	*396*	0	0	0	1	0	*1*	**925**
Hourly Total	0	232	1419	0	0	*1651*	1	0	0	270	10	*271*	2	7	1422	198	0	*1629*	0	0	0	2	0	*2*	**3553**

15TH & MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound 15TH						Northbound MAIN						Eastbound 15TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	52	327	0	0	*379*	0	0	0	52	5	*52*	0	3	367	45	1	*415*	0	0	1	3	0	*4*	**850**
4:15 PM	0	31	305	0	0	*336*	1	0	0	51	6	*52*	1	3	369	61	0	*434*	0	0	0	5	0	*5*	**827**
4:30 PM	0	47	288	0	0	*335*	0	1	0	45	1	*46*	0	3	379	57	0	*439*	0	0	0	0	0	*0*	**820**
4:45 PM	0	50	327	0	0	*377*	0	0	0	68	2	*68*	0	1	361	46	0	*408*	0	0	0	2	0	*2*	**855**
Hourly Total	0	180	1247	0	0	*1427*	1	1	0	216	14	*218*	1	10	1476	209	1	*1696*	0	0	1	10	0	*11*	**3352**
5:00 PM	0	45	294	0	0	*339*	0	0	0	47	2	*47*	0	4	372	58	0	*434*	0	0	1	1	0	*2*	**822**
5:15 PM	0	39	276	0	0	*315*	0	0	0	60	0	*60*	0	1	346	54	0	*401*	0	0	0	1	0	*1*	**777**
5:30 PM	0	39	308	0	0	*347*	0	1	0	61	1	*62*	0	2	367	64	0	*433*	0	0	1	1	0	*2*	**844**
5:45 PM	0	35	253	0	0	*288*	0	0	0	63	1	*63*	0	2	338	45	0	*385*	0	0	0	1	0	*1*	**737**
Hourly Total	0	158	1131	0	0	*1289*	0	1	0	231	4	*232*	0	9	1423	221	0	*1653*	0	0	2	4	0	*6*	**3180**
6:00 PM	0	23	222	0	0	*245*	0	0	0	55	5	*55*	0	0	290	46	0	*336*	0	0	0	0	0	*0*	**636**
6:15 PM	0	33	248	0	0	*281*	0	0	0	56	0	*56*	0	0	304	34	0	*338*	0	0	0	0	0	*0*	**675**
6:30 PM	0	37	223	0	0	*260*	0	0	0	47	1	*47*	0	4	312	30	0	*346*	0	1	0	3	0	*4*	**657**
6:45 PM	0	25	240	0	0	*265*	0	0	0	49	3	*49*	0	2	292	44	0	*338*	0	1	0	2	0	*3*	**655**
Hourly Total	0	118	933	0	0	*1051*	0	0	0	207	9	*207*	0	6	1198	154	0	*1358*	0	2	0	5	0	*7*	**2623**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**2061**	**13835**	**0**	**1**	***15896***	**5**	**16**	**1**	**2461**	**71**	***2483***	**11**	**71**	**14319**	**1881**	**1**	***16282***	**0**	**6**	**3**	**63**	**0**	***72***	**34733**
Cars	0	2043	13530	0	0	*15573*	5	16	1	2450	67	*2472*	11	71	13982	1854	0	*15918*	0	6	3	63	0	*72*	**34035**
Heavy Vehicles	0	18	305	0	1	*323*	0	0	0	11	4	*11*	0	0	337	27	1	*364*	0	0	0	0	0	*0*	**698**
Heavy Vehicle %	0.00%	0.87%	2.20%	0.00%	100.00%	*2.03%*	0.00%	0.00%	0.00%	0.45%	5.63%	*0.44%*	0.00%	0.00%	2.35%	1.44%	100.00%	*2.24%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**2.01%**

15TH & MAIN
DURANGO CO
Friday, September 3, 2021

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:30 AM	0	45	234	0	1	*279*	0	0	0	42	1	*42*	0	0	196	47	0	*243*	0	0	0	0	0	*0*	**564**
7:45 AM	0	75	305	0	0	*380*	0	0	0	75	1	*75*	0	0	321	39	0	*360*	0	0	0	0	0	*0*	**815**
8:00 AM	0	54	353	0	0	*407*	0	0	0	75	0	*75*	1	0	251	27	0	*279*	0	0	0	0	0	*0*	**761**
8:15 AM	0	57	357	0	0	*414*	0	1	0	80	2	*81*	0	1	318	29	0	*348*	0	0	0	0	0	*0*	**843**
Peak Hour Total	0	231	1249	0	1	*1480*	0	1	0	272	4	*273*	1	1	1086	142	0	*1230*	0	0	0	0	0	*0*	**2983**
PHF	0.000	0.770	0.875	0.000	0.250	*0.894*	0.000	0.250	0.000	0.850	0.500	*0.843*	0.250	0.250	0.846	0.755	0.000	*0.854*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.885**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:15 PM	0	58	335	0	0	*393*	0	0	0	66	4	*66*	0	1	401	50	0	*452*	0	0	0	0	0	*0*	**911**
3:30 PM	0	53	371	0	0	*424*	0	0	0	69	2	*69*	1	1	346	41	0	*389*	0	0	0	0	0	*0*	**882**
3:45 PM	0	73	394	0	0	*467*	1	0	0	60	2	*61*	0	2	331	63	0	*396*	0	0	0	1	0	*1*	**925**
4:00 PM	0	52	327	0	0	*379*	0	0	0	52	5	*52*	0	3	367	45	1	*415*	0	0	1	3	0	*4*	**850**
Peak Hour Total	0	236	1427	0	0	*1663*	1	0	0	247	13	*248*	1	7	1445	199	1	*1652*	0	0	1	4	0	*5*	**3568**
PHF	0.000	0.808	0.905	0.000	0.000	*0.890*	0.250	0.000	0.000	0.895	0.650	*0.899*	0.250	0.583	0.901	0.790	0.250	*0.914*	0.000	0.000	0.250	0.333	0.000	*0.313*	**0.964**

Total Vehicles On Leg			32682		
Vehicles Entering Intersection	15896		Vehicles Exiting Intersection		16786
Southbound					
Cars	0	13530	2043	0	0
Heavy	0	305	18	0	1
Total	**0**	**13835**	**2061**	**0**	**1**

Total Vehicles on Leg 144	Vehicles Entering Intersection 72	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 72		6	0	**6**
			3	0	**3**
			63	0	**63**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 2483	Total Vehicles on Leg 6433
2450	11	**2461**			
1	0	**1**			
16	0	**16**		Vehicles Exiting Intersection 3950	
5	0	**5**			
67	4	**71**			

Cars	0	11	71	13982	1854
Heavy	1	0	0	337	27
Total	**1**	**11**	**71**	**14319**	**1881**
Northbound					
Vehicles Entering Intersection	16282		Vehicles Exiting Intersection		13925
Total Vehicles On Leg			30207		

14TH AND MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound CAMINO DEL RIO						Northbound MAIN						Eastbound 14TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	2	2	33	0	*37*	0	0	6	0	4	*6*	0	0	0	1	0	*1*	0	34	0	0	0	*34*	**78**
6:15 AM	0	0	9	55	0	*64*	0	0	14	0	0	*14*	0	0	2	0	0	*2*	0	46	0	0	0	*46*	**126**
6:30 AM	0	0	9	85	0	*94*	0	0	12	0	1	*12*	0	0	6	0	0	*6*	0	69	0	0	0	*69*	**181**
6:45 AM	0	2	10	97	0	*109*	0	0	23	0	1	*23*	0	0	4	0	0	*4*	0	74	0	0	1	*74*	**210**
Hourly Total	0	4	30	270	0	*304*	0	0	55	0	6	*55*	0	0	12	1	0	*13*	0	223	0	0	1	*223*	**595**
7:00 AM	0	1	16	109	0	*126*	0	0	22	0	0	*22*	0	0	14	0	0	*14*	0	111	2	1	0	*114*	**276**
7:15 AM	0	0	26	133	0	*159*	0	2	25	0	3	*27*	0	0	9	3	0	*12*	0	136	2	0	0	*138*	**336**
7:30 AM	0	10	27	197	0	*234*	0	2	29	0	1	*31*	0	0	33	1	0	*34*	0	212	6	2	1	*220*	**519**
7:45 AM	0	9	59	234	0	*302*	0	2	32	1	1	*35*	0	0	49	3	0	*52*	0	308	5	1	0	*314*	**703**
Hourly Total	0	20	128	673	0	*821*	0	6	108	1	5	*115*	0	0	105	7	0	*112*	0	767	15	4	1	*786*	**1834**

14TH AND MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound CAMINO DEL RIO						Northbound MAIN						Eastbound 14TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	15	66	256	0	*337*	0	4	70	5	0	*79*	0	1	47	0	0	*48*	0	216	3	0	0	*219*	**683**
8:15 AM	0	17	66	285	1	*368*	0	1	29	3	1	*33*	0	0	53	0	0	*53*	0	272	9	1	0	*282*	**736**
8:30 AM	0	9	39	191	0	*239*	0	3	35	2	4	*40*	0	1	53	0	0	*54*	0	212	7	1	0	*220*	**553**
8:45 AM	0	5	41	190	0	*236*	0	1	21	3	1	*25*	0	1	38	0	0	*39*	0	181	7	5	0	*193*	**493**
Hourly Total	0	46	212	922	1	*1180*	0	9	155	13	6	*177*	0	3	191	0	0	*194*	0	881	26	7	0	*914*	**2465**
9:00 AM	0	3	42	179	0	*224*	0	1	36	2	1	*39*	0	2	28	0	0	*30*	0	203	6	1	0	*210*	**503**
9:15 AM	0	7	62	184	0	*253*	0	2	37	3	1	*42*	0	1	44	0	0	*45*	0	202	4	4	2	*210*	**550**
9:30 AM	0	3	56	190	0	*249*	0	10	51	0	2	*61*	0	0	46	0	0	*46*	0	190	5	3	0	*198*	**554**
9:45 AM	0	8	65	176	0	*249*	0	4	26	2	0	*32*	0	1	57	0	0	*58*	0	181	10	6	0	*197*	**536**
Hourly Total	0	21	225	729	0	*975*	0	17	150	7	4	*174*	0	4	175	0	0	*179*	0	776	25	14	2	*815*	**2143**
10:00 AM	0	10	47	194	0	*251*	0	5	49	2	0	*56*	0	0	51	2	0	*53*	0	185	11	2	0	*198*	**558**
10:15 AM	0	8	53	215	0	*276*	0	2	28	2	0	*32*	0	0	47	2	0	*49*	0	269	5	3	0	*277*	**634**
10:30 AM	0	12	41	188	0	*241*	0	5	29	4	0	*38*	0	0	38	1	0	*39*	0	238	11	1	0	*250*	**568**
10:45 AM	0	8	77	223	0	*308*	0	1	36	3	0	*40*	0	0	66	1	0	*67*	0	226	6	2	0	*234*	**649**
Hourly Total	0	38	218	820	0	*1076*	0	13	142	11	0	*166*	0	0	202	6	0	*208*	0	918	33	8	0	*959*	**2409**
11:00 AM	0	11	61	195	0	*267*	0	12	31	8	1	*51*	0	0	55	2	0	*57*	0	264	6	5	0	*275*	**650**
11:15 AM	0	7	86	225	0	*318*	0	8	30	5	0	*43*	0	0	71	8	0	*79*	0	246	12	3	0	*261*	**701**
11:30 AM	0	15	60	201	0	*276*	0	5	41	6	0	*52*	0	0	73	4	0	*77*	0	250	14	3	0	*267*	**672**
11:45 AM	0	18	84	193	0	*295*	0	0	25	3	1	*28*	0	0	79	8	0	*87*	0	259	22	3	0	*284*	**694**
Hourly Total	0	51	291	814	0	*1156*	0	25	127	22	2	*174*	0	0	278	22	0	*300*	0	1019	54	14	0	*1087*	**2717**
12:00 PM	0	16	51	221	0	*288*	0	4	34	11	0	*49*	0	0	77	2	0	*79*	0	262	21	5	1	*288*	**704**
12:15 PM	0	12	75	240	0	*327*	0	1	29	7	2	*37*	0	0	74	7	0	*81*	0	256	8	3	1	*267*	**712**
12:30 PM	0	11	56	241	0	*308*	0	10	42	8	3	*60*	0	0	82	4	0	*86*	0	269	9	1	0	*279*	**733**
12:45 PM	0	17	88	201	0	*306*	0	4	34	6	0	*44*	0	0	77	3	0	*80*	0	250	16	3	0	*269*	**699**
Hourly Total	0	56	270	903	0	*1229*	0	19	139	32	5	*190*	0	0	310	16	0	*326*	0	1037	54	12	2	*1103*	**2848**
1:00 PM	0	10	61	236	0	*307*	0	6	40	12	5	*58*	0	0	65	3	0	*68*	0	298	14	2	0	*314*	**747**
1:15 PM	0	15	55	231	0	*301*	0	5	36	11	2	*52*	0	0	79	8	0	*87*	0	249	18	3	3	*270*	**710**
1:30 PM	0	8	60	209	1	*277*	0	8	27	8	1	*43*	0	0	69	8	0	*77*	0	244	5	4	0	*253*	**650**
1:45 PM	0	10	62	209	0	*281*	0	7	36	7	1	*50*	0	1	79	3	0	*83*	0	278	8	4	1	*290*	**704**
Hourly Total	0	43	238	885	1	*1166*	0	26	139	38	9	*203*	0	1	292	22	0	*315*	0	1069	45	13	4	*1127*	**2811**
2:00 PM	0	11	51	215	0	*277*	0	9	41	10	1	*60*	0	0	65	2	0	*67*	0	272	11	3	0	*286*	**690**
2:15 PM	0	11	80	256	0	*347*	0	9	21	8	1	*38*	0	0	98	2	0	*100*	0	272	8	6	0	*286*	**771**
2:30 PM	0	18	81	217	0	*316*	0	2	33	9	1	*44*	0	0	80	6	0	*86*	0	278	6	3	0	*287*	**733**
2:45 PM	0	12	56	259	0	*327*	0	3	43	6	0	*52*	0	0	111	5	0	*116*	0	330	6	2	0	*338*	**833**
Hourly Total	0	52	268	947	0	*1267*	0	23	138	33	3	*194*	0	0	354	15	0	*369*	0	1152	31	14	0	*1197*	**3027**
3:00 PM	0	9	83	235	1	*327*	0	8	48	7	1	*63*	0	0	89	2	0	*91*	0	292	10	3	0	*305*	**786**
3:15 PM	0	10	75	237	0	*322*	0	3	34	5	4	*42*	0	0	108	3	0	*111*	0	329	13	1	0	*343*	**818**
3:30 PM	0	16	78	276	0	*370*	0	6	41	7	1	*54*	0	0	79	3	0	*82*	0	315	8	5	0	*328*	**834**
3:45 PM	0	20	93	288	0	*401*	0	6	43	9	0	*58*	0	0	96	3	0	*99*	0	291	13	5	0	*309*	**867**
Hourly Total	0	55	329	1036	1	*1420*	0	23	166	28	6	*217*	0	0	372	11	0	*383*	0	1227	44	14	0	*1285*	**3305**

14TH AND MAIN
DURANGO CO
Friday, September 3, 2021

Time	Southbound MAIN						Westbound CAMINO DEL RIO						Northbound MAIN						Eastbound 14TH						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	14	78	244	0	*336*	0	5	41	10	7	*56*	0	0	101	4	0	*105*	0	297	12	4	0	*313*	**810**
4:15 PM	0	12	57	250	0	*319*	0	11	39	7	8	*57*	0	0	96	4	0	*100*	0	336	12	2	0	*350*	**826**
4:30 PM	0	7	65	221	0	*293*	0	3	52	8	1	*63*	0	0	112	6	0	*118*	0	318	12	5	3	*335*	**809**
4:45 PM	0	9	70	252	4	*331*	0	6	33	6	4	*45*	0	0	82	3	0	*85*	0	234	6	3	0	*243*	**704**
Hourly Total	0	42	270	967	4	*1279*	0	25	165	31	20	*221*	0	0	391	17	0	*408*	0	1185	42	14	3	*1241*	**3149**
5:00 PM	0	13	62	209	1	*284*	0	4	47	5	1	*56*	0	0	97	2	0	*99*	0	324	9	3	1	*336*	**775**
5:15 PM	0	8	72	213	1	*293*	0	2	49	12	0	*63*	0	0	91	6	0	*97*	0	302	16	6	1	*324*	**777**
5:30 PM	0	20	68	222	0	*310*	0	3	37	6	0	*46*	0	0	97	2	0	*99*	0	333	6	4	0	*343*	**798**
5:45 PM	0	13	71	171	3	*255*	0	9	32	4	3	*45*	0	0	60	3	0	*63*	0	312	10	1	1	*323*	**686**
Hourly Total	0	54	273	815	5	*1142*	0	18	165	27	4	*210*	0	0	345	13	0	*358*	0	1271	41	14	3	*1326*	**3036**
6:00 PM	0	10	71	146	1	*227*	0	7	35	2	6	*44*	0	0	62	4	0	*66*	0	264	5	2	0	*271*	**608**
6:15 PM	0	13	80	162	0	*255*	0	3	27	3	2	*33*	0	0	90	3	0	*93*	0	262	15	6	1	*283*	**664**
6:30 PM	0	7	59	162	0	*228*	0	8	25	4	1	*37*	0	1	65	0	0	*66*	0	285	14	4	0	*303*	**634**
6:45 PM	0	9	63	176	2	*248*	0	4	20	4	3	*28*	0	0	72	1	0	*73*	0	249	7	0	0	*256*	**605**
Hourly Total	0	39	273	646	3	*958*	0	22	107	13	12	*142*	0	1	289	8	0	*298*	0	1060	41	12	1	*1113*	**2511**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**521**	**3025**	**10427**	**15**	***13973***	**0**	**226**	**1756**	**256**	**82**	***2238***	**0**	**9**	**3316**	**138**	**0**	***3463***	**0**	**12585**	**451**	**140**	**17**	***13176***	**32850**
Cars	0	518	2975	10160	15	*13653*	0	221	1713	254	75	*2188*	0	9	3259	136	0	*3404*	0	12284	445	138	15	*12867*	**32112**
Heavy Vehicles	0	3	50	267	0	*320*	0	5	43	2	7	*50*	0	0	57	2	0	*59*	0	301	6	2	2	*309*	**738**
Heavy Vehicle %	0.00%	0.58%	1.65%	2.56%	0.00%	*2.29%*	0.00%	2.21%	2.45%	0.78%	8.54%	*2.23%*	0.00%	0.00%	1.72%	1.45%	0.00%	*1.70%*	0.00%	2.39%	1.33%	1.43%	11.76%	*2.35%*	**2.25%**

14TH AND MAIN
DURANGO CO
Friday, September 3, 2021

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	11	61	195	0	*267*	0	12	31	8	1	*51*	0	0	55	2	0	*57*	0	264	6	5	0	*275*	**650**
11:15 AM	0	7	86	225	0	*318*	0	8	30	5	0	*43*	0	0	71	8	0	*79*	0	246	12	3	0	*261*	**701**
11:30 AM	0	15	60	201	0	*276*	0	5	41	6	0	*52*	0	0	73	4	0	*77*	0	250	14	3	0	*267*	**672**
11:45 AM	0	18	84	193	0	*295*	0	0	25	3	1	*28*	0	0	79	8	0	*87*	0	259	22	3	0	*284*	**694**
Peak Hour Total	0	51	291	814	0	*1156*	0	25	127	22	2	*174*	0	0	278	22	0	*300*	0	1019	54	14	0	*1087*	**2717**
PHF	0.000	0.708	0.846	0.904	0.000	*0.909*	0.000	0.521	0.774	0.688	0.500	*0.837*	0.000	0.000	0.880	0.688	0.000	*0.862*	0.000	0.965	0.614	0.700	0.000	*0.957*	**0.969**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:30 PM	0	16	78	276	0	*370*	0	6	41	7	1	*54*	0	0	79	3	0	*82*	0	315	8	5	0	*328*	**834**
3:45 PM	0	20	93	288	0	*401*	0	6	43	9	0	*58*	0	0	96	3	0	*99*	0	291	13	5	0	*309*	**867**
4:00 PM	0	14	78	244	0	*336*	0	5	41	10	7	*56*	0	0	101	4	0	*105*	0	297	12	4	0	*313*	**810**
4:15 PM	0	12	57	250	0	*319*	0	11	39	7	8	*57*	0	0	96	4	0	*100*	0	336	12	2	0	*350*	**826**
Peak Hour Total	0	62	306	1058	0	*1426*	0	28	164	33	16	*225*	0	0	372	14	0	*386*	0	1239	45	16	0	*1300*	**3337**
PHF	0.000	0.775	0.823	0.918	0.000	*0.889*	0.000	0.636	0.953	0.825	0.500	*0.970*	0.000	0.000	0.921	0.875	0.000	*0.919*	0.000	0.922	0.865	0.800	0.000	*0.929*	**0.962**

Total Vehicles On Leg			30130		
Vehicles Entering Intersection	13973		Vehicles Exiting Intersection		16157
Southbound					
Cars	10160	2975	518	0	15
Heavy	267	50	3	0	0
Total	**10427**	**3025**	**521**	**0**	**15**

Total Vehicles on Leg 25368	Vehicles Entering Intersection 13176	**Eastbound**	Cars	Heavy	**Total**
			15	2	**17**
			0	0	**0**
	Vehicles Exiting Intersection 12192		12284	301	**12585**
			445	6	**451**
			138	2	**140**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 2238	Total Vehicles on Leg 3348
254	2	**256**			
1713	43	**1756**			
221	5	**226**		Vehicles Exiting Intersection 1110	
0	0	**0**			
75	7	**82**			

Cars	0	0	9	3259	136
Heavy	0	0	0	57	2
Total	**0**	**0**	**9**	**3316**	**138**
Northbound					
Vehicles Entering Intersection	3463		Vehicles Exiting Intersection		3391
Total Vehicles On Leg			6854		

Appendix B

Trip Generation Data

Existing Land Uses

Level	Number	Parcel Number	Address	Owner	Lot Area (Acres)	Improvements	FAR
Level 1	1	566520333001	1474 MAIN AVE DURANGO CO 81301	HERMESMAN FAMILY PARTNERSHIP, LLLP	0.344	20,264	1.35
		TOTALS					
	2	566520333003	1453 E 2ND AVE DURANGO CO 81301	HERMESMAN FAMILY PARTNERSHIP LLLP	0.179	-	-
		TOTALS					
	3	566520334007	1401 MAIN AVE DURANGO CO 81301	RIO PECOS INVESTMENTS LLC	0.413	4,550	0.25
		TOTALS					
	4	566529203004	201 E 12TH STREET DURANGO CO 81301	DURANGO SCHOOL DISTRICT 9R	2.04	43,984	0.49
		TOTALS					
	5	566529210135	1021 MAIN AVE DURANGO CO 81301	DOWNTOWN DURANGO INVESTMENTS LLC	0.477	3,556	0.17
		TOTALS					
	6	566529210135	1027 MAIN AVE DURANGO CO 81301	DOWNTOWN DURANGO INVESTMENTS LLC	0.338	1,076	0.07
		TOTALS					
	7	566529211002	1075 E 2ND AVE DURANGO CO 81301	LA PLATA COUNTY	0.172	4,440	0.59
		TOTALS					
	8	566529211004	1061 E 2ND AVE DURANGO CO 81301	LA PLATA COUNTY	0.086	-	-
		TOTALS					
	9	566529211006	1051 E 2ND AVE DURANGO CO 81301	BOARD OF COUNTY COMMISSIONERS OF LA PLAT	0.172	-	-
		TOTALS					
	10	566529211007	1045 E 2ND AVE DURANGO CO 81301	BOARD OF COUNTY COMMISSIONERS OF LA PLAT	0.086	-	-
		TOTALS					
Level 2	11	566520335002	1391 MAIN AVE DURANGO CO 81301	SCOTT, TIMOTHY RAY	0.049	1,346	0.63
		TOTALS					
	12	566520335003	1345 MAIN AVE DURANGO CO 81301	SCOTT, TIMOTHY RAY	0.037	840	0.52
		TOTALS					
	13	566520336009	1310 MAIN AVE DURANGO CO 81301	JOHNSON, CARL E & JODELL K	0.086	2,500	0.67
		TOTALS					
	14	566520336023	1304 MAIN AVE DURANGO CO 81301	JOHNSON, CARL E & JODELL K	0.086	1,013	0.27
		TOTALS					
	15	566520336024	131 E 13TH ST DURANGO CO 81301	JOHNSON, CARL E	0.086	1,459	0.39
		TOTALS					
	16	566529202002	1239 MAIN AVE DURANGO CO 81301	BALLANTINE DEVELOPMENT CO	0.115	3,288	0.66
		TOTALS					
	17	566529205003	1175 CAMINO DEL RIO DURANGO CO 81301	FOREMAN FAMILY LIVING TRUST	0.138	5,380	0.89
		TOTALS					
	18	566529206004	1139 MAIN AVE DURANGO CO 81301	DTP LLC	0.23	1,901	0.19
		TOTALS					
	19	566529206006	1137 MAIN AVE DURANGO CO 81301	DTP LLC	0.06	2,744	1.05
		TOTALS					
	20	566529206012	1129 NARROW GAUGE AVE DURANGO CO 81301	DTP LLC	0.109	3,720	0.78
		TOTALS					
	21	566529211001	1060 MAIN AVE DURANGO CO 81301	BOARD OF COUNTY COMMISSIONERS OF LA PLAT	0.482	22,427	1.07
		TOTALS					
Level 3	22	566520327001	1525 MAIN AVE DURANGO CO 81301	CUMMINS, M L REAL ESTATE LLC	0.155	1,440	0.21
		TOTALS					
	23	566520332008	1434 E 2ND AVE DURANGO CO 81301	GRIEGO, ORLANDO FAMILY TRUST & GRIEGO, R	0.086	1,247	0.33
		TOTALS					
	24	566520332009	1428 E 2ND AVE DURANGO CO 81301	GRIEGO, ORLANDO FAMILY TRUST & GRIEGO, R	0.086	951	0.25
		TOTALS					
	25	566520332010	1422 E 2ND AVE DURANGO CO 81301	GRIEGO, MARY LOU & DEBORAH & SANDRA	0.086	661	0.18
		TOTALS					
	26	566520332011	1400 E 2ND AVE DURANGO CO 81301	GRIEGO, ORLANDO FAMILY TRUST & GRIEGO, R	0.064	889	0.32
		TOTALS					
	27	566520332012	215 E 14TH ST DURANGO CO 81301	GRIEGO, ORLANDO FAMILY TRUST & GRIEGO, R	0.058	854	0.34
		TOTALS					
	28	566520333004	1444 MAIN AVE DURANGO CO 81301	GRIEGO, MARY LOU & DEBORAH M & SANDRA L	0.387	2,082	0.12
		TOTALS					
	29	566520333011	1430 MAIN AVE DURANGO CO 81301	GRIEGO, MARY LOU & DEBORAH M & SANDRA L	0.107	1,931	0.41
		TOTALS					
	30	566520334011	1415 MAIN AVE DURANGO CO 81301	NIZHONI PROPERTIES REV TRUST	0.771	3,412	0.10
		TOTALS					
	31	566520336021	145 E 13TH ST DURANGO CO 81301	WANGER, MICHAEL & PENELOPE ANN	0.115	1,133	0.23
		TOTALS					
	32	566529200002	907 CAMINO DEL RIO DURANGO CO 81301	WEGHER, DAVID LIFE ESTATE	1.153	600	0.01
		TOTALS					
	33	566529205008	1025 CAMINO DEL RIO DURANGO CO 81301	MCSHAN, DORMAN E & DOROTHY D	1.254	7,006	0.13
		TOTALS					
	34	566529207006	1155 E 2ND AVE DURANGO CO 81301	2ND AVE LLC	0.086	1,065	0.28
		TOTALS					
Level 4	35	566520300002	1235 CAMINO DEL RIO DURANGO CO 81301	CITY OF DURANGO	2.53	4,583	0.04
		TOTALS					
	36	566520336001	1316 MAIN AVE DURANGO CO 81301	HERITAGE DEVELOPMENT LLC	1.636	20,543	0.29
		TOTALS					
	37	5.6652E+11	1275 MAIN AVE DURANGO CO 81301	BALLANTINE DEVELOPMENT CO	0.574	12,702	0.51
		TOTALS					
	38	566529200001	28 TOWN PLAZA DURANGO CO 81301	TOWN PLAZA LLC	5.12	52,572	0.24
		TOTALS					

USE	USE CODE	Existing ITE Code	Existing ITE Description	ITE (SF/UNITS)	INDEPENDENT VARIABLE
OFFICES	COMMERCIAL	890	Furniture Store	10,132	10.13
					-
		710	General Office	10,132	10.13
PARKING	COMMERCIAL	90	Park and Ride	21	21
OFFICES	COMMERCIAL	710	General Office	4,550	4.55
					-
					-
					-
SPECIAL PURPOSE	EXEMPT	710	General Office	43,984	43.98
					-
DUPLEX-TRIPLEX	RESIDENTIAL	231	Mid-Rise Residential with 1st-Floor Commercial	2	2.00
FAST FOOD	COMMERCIAL	933	Fast Food without Drive thru Window	1,000	1.00
RETAIL	COMMERCIAL	814	Variety Store	889	0.89
					-
RETAIL	COMMERCIAL	814	Variety Store (Art Gallery)	889	0.89
					-
Medical	EXEMPT	630	Clinic (Chiropractic)	2,220	2.22
	EXEMPT	712	Small Office Building	2,220	2.22
					-
Parking Lot	EXEMPT	90	Park and Ride	12	21
Parking Lot	EXEMPT	90	Park and Ride	11	21
Parking Lot	EXEMPT	90	Park and Ride	11	21
					-
SPECIAL PURPOSE	COMMERCIAL	942	Automobile Care Center	1,346	1.35
					-
WAREHOUSE/STG	COMMERCIAL	150	Warehousing	840	0.84
					-
SPECIAL PURPOSE	COMMERCIAL	150	Warehousing	2,500	2.50
					-
SPECIAL PURPOSE	COMMERCIAL	920	Copy, Print, and Express Ship Store	1,013	1.01
DUPLEX-TRIPLEX	RESIDENTIAL	210	Single-Family Detached Housing	1 UNIT	1.00
					-
OFFICES	COMMERCIAL	712	Small Office Building	1,644	0.57
		231	Mid-Rise Residential with 1st-Floor Commercial	2 UNIT	2.00
MERCHANDISING	COMMERCIAL	869	Discount Home Furnishing Superstore	5,380	5.38
MERCHANDISING	COMMERCIAL	712	Small Office Building	1,901	1.90
MERCHANDISING	COMMERCIAL	712	Small Office Building	2,744	2.74
					-
WAREHOUSE/STG	COMMERCIAL	150	Warehousing	3,720	3.72
SPECIAL PURPOSE	EXEMPT	730	Government Office Building	22,427	22.43
SPECIAL PURPOSE	COMMERCIAL	932	High-Turnover (Sit-Down) Resaurant	1,440	1.44
SINGLE FAM RES	RESIDENTIAL	210	Single-Family Detached Housing	1 UNIT	1.00
SINGLE FAM RES	RESIDENTIAL	210	Single-Family Detached Housing	1 UNIT	1.00
SINGLE FAM RES	RESIDENTIAL	210	Single-Family Detached Housing	1UNIT	1.00
SPECIAL PURPOSE	COMMERCIAL	933	Fast-Food Restaurant without Drive-Through	889	0.89
SINGLE FAM RES	RESIDENTIAL	210	Single-Family Detached Housing	1 UNIT	1.00
MERCHANDISING	COMMERCIAL	866	Pet Supply Superstore	2,082	2.08
MERCHANDISING	COMMERCIAL	866	Pet Supply Superstore	1,931	1.93
SPECIAL PURPOSE	COMMERCIAL	933	Fast-Food Restaurant with Drive-Through	3,412	3.41
OFFICES	COMMERCIAL	814	Variety Store	1,133	1.13
SPECIAL PURPOSE	COMMERCIAL	841	Automobile Sales (Used)	600	0.60
SPECIAL PURPOSE	COMMERCIAL	841	Automobile Sales (Used)	7,006	7.01
OFFICES	COMMERCIAL	630	Clinic (Chiropractic)	1,065	1.07
SPECIAL PURPOSE	EXEMPT	730	Government Office Building	4,583	4.58
MERCHANDISING	COMMERCIAL	890	Furniture Store	3,430	3.43
		930	Fast Casual Restaurant	3,500	3.50
		861	Sporting Goods Superstore (Ski Barn)	2,250	2.25
		814	Variety Store (Musical Instruments Store)	1,780	1.78
		843	Automobile Parts Sales	5,000	5.00
OFFICES	COMMERCIAL	712	Small Office Building	12,702	12.70
MERCHANDISING	COMMERCIAL	899	Liquor Store	1,640	1.64
		933	Fast Food without Drive thru Window	1,555	1.56
		820	Shopping Center (Laundry Mat)	1,501	1.50
		820	Shopping Center (Water Store)	1,000	1.00
		936	Coffee/Donut Shop without Drive-Through	2,130	2.13
		816	Hardware/Paint Store	2,150	2.15
		880	Parmacy/Drugstore without Drive-Through window	9,025	9.03
		879	Arts and Cragts Store	2,500	2.50
		820	Shopping Center	2,200	2.20
		918	Hair Salon (Nails)	1,580	1.58
		932	High-Turnover (Sit-Down) Resaurant	1,520	1.52
		820	Shopping Center	1,300	1.30
		820	Shopping Center	2,024	2.02
		933	Fast-Food Restaurant without Drive-Through	2,394	2.39
		920	Copy, Print, and Express Ship Store	2,322	2.32

AM PEAK HR RATE	AM PEAK HR TOTAL TRIPS	AM PEAK HR DIST.% IN	AM PEAK HR % OUT	AM PEAK HR TRIPS IN	AM PEAK HR TRIPS OUT	PM PEAK HR RATE
0.51	6	0.71	0.29	4	2	1.09
	-			0	0	
0.37	4	0.83	0.17	3	1	0.4
	10			**7**	**3**	
0.71	15	0.84	0.16	13	2	0.44
	15			**13**	**3**	
0.37	2	0.83	0.17	2	0	0.4
	2			**2**	**0**	
0.37	17	0.83	0.17	14	3	0.4
	17			**14**	**3**	
0.3	1	0.28	0.72	0	1	0.36
0.96	1	0.61	0.39	1	0	6.73
3.04	3	0.56	0.44	2	1	10.47
	5			**3**	**2**	
3.04	3	0.78	0.22	2	1	3.28
	3			**2**	**1**	
3.69	9	0.77	0.23	7	2	0.85
1.92	5	0.83	0.17	4	1	2.45
	14			**11**	**3**	
0.71	15	0.84	0.16	13	2	0.44
	15			**13**	**2**	
0.71	15	0.84	0.16	13	2	0.44
	15			**13**		
0.71	15	0.84	0.16	13	2	0.44
	15			**13**	**2**	
2.25	4	0.66	0.34	3	1	3.11
	4			**3**	**1**	
0.17	1	0.77	0.23	1	0	0.19
	1			**1**	**0**	
0.17	1	0.77	0.23	1	0	0.19
	1			**1**	**0**	
2.78	3	0.75	0.25	2	1	7.42
	3			**2**	**1**	
0.74	1	0.25	0.75	0	1	0.99
	1			**0**	**1**	
1.92	2	0.64	0.36	1	1	1.57
0.3	1	0.28	0.72	0	1	0.36
	3			**1**	**2**	
0.57	4	0.64	0.36	3	1	1.57
	4			**3**	**1**	
1.92	4	0.83	0.17	3	1	1.57
	4			**3**	**1**	
1.92	6	0.83	0.17	5	1	1.57
	6			**5**	**1**	
0.17	1	0.77	0.23	1	0	0.19
	1			**1**	**0**	
3.34	75	0.75	0.25	56	19	1.71
9.94	15	0.55	0.45	8	7	9.77
	15			**8**	**7**	
0.74	1	0.56	0.44	1	0	0.99
	1					
0.74	1	0.56	0.44	1	0	0.99
	1			**1**	**0**	
3.04	4	0.56	0.44	2	2	0.99
	4			**2**	**2**	
25.1	23	0.6	0.4	14	9	28.34
	23			**14**	**9**	
3.04	4	0.56	0.44	2	2	0.99
	4			**2**	**2**	
0						3.55
	0			**0**	**0**	
0						3.55
	0			**0**	**0**	
25.1	86	0.6	0.4	52	34	28.34
	86			**52**	**34**	
3.18	4	0.57	0.43	2	2	6.84
	4			**2**	**2**	
2.13	2	0.76	0.24	2	0	3.75
	2			**2**	**0**	
2.13	15	0.76	0.24	11	4	3.75
	15			**11**	**4**	
3.69	4	0.78	0.22	3	1	3.28
	4			**3**	**1**	
3.34	16	0.75	0.25	12	4	1.71
	16			**12**	**4**	
0.26	1	0.71	0.29	1	0	0.52
2.07	8	0.67	0.33	5	3	14.13
0.34	1	0.8	0.2	1	0	2.02
3.18	6	0.57	0.43	3	3	6.84
2.59	13	0.55	0.45	7	6	4.91
	29			**17**	**12**	
1.92	25	0.83	0.17	21	4	2.45
	25			**21**	**4**	
						16.37
25.1	40	0.6	0.4	24	16	28.34
0.55	1	0.64	0.36	1	0	1.62
0.55	1	0.64	0.36	1	0	1.62
101.14	216	0.51	0.49	110	106	36.31
1.08	3	0.54	0.46	2	1	2.68
2.94	27	0.65	0.35	18	9	8.51
						6.21
0.55	2	0.64	0.36	1	1	1.62
1.21	2	na	na	0	0	1.45
9.94	16	0.55	0.45	9	7	9.77
0.55	1	0.6	0.4	1	0	1.62
0.55	2	0.6	0.4	1	1	1.62
25.1	61	0.6	0.4	37	24	28.34
2.78	7	0.75	0.25	5	2	7.42
	379			**205**	**165**	

PM PEAK HR TOTAL TRIPS	PM PEAK HR DIST.% IN	PM PEAK HR % OUT	PM PEAK HR TRIPS IN	PM PEAK HR TRIPS OUT
12	0.47	0.53	6	6
5	0.20	0.80	1	4
17			**7**	**10**
10	0.24	0.76	2	8
10			**2**	**8**
2	0.20	0.80	0	2
			0	0
			0	0
2			**0**	**2**
18	0.2	0.8	4	14
18			**4**	**14**
1	0.7	0.3	1	0
7	0.48	0.52	3	4
10	0.52	0.48	5	5
18			**9**	**9**
3	0.52	0.48	2	1
3			**2**	**1**
2	0.29	0.71	1	1
6	0.32	0.68	2	4
8			**3**	**5**
10	0.24	0.76	2	8
10			**2**	**8**
10	0.24	0.76	2	8
10			**2**	**8**
10	0.24	0.76	2	8
10			**2**	**8**
5	0.48	0.52	2	3
5			**2**	**3**
1	0.27	0.73	0	1
1			**0**	**1**
1	0.27	0.73	0	1
1			**0**	**1**
8	0.44	0.56	4	4
8			**4**	**4**
1	0.63	0.37	1	0
1			**1**	**0**
1	0.53	0.47	1	0
1	0.7	0.3	1	0
2			**2**	**0**
9	0.53	0.47	5	4
9			**5**	**4**
3	0.53	0.47	2	1
			2	**1**
5	0.53	0.47	3	2
			3	**2**
1	0.27	0.73	0	1
1			**0**	**1**
39	0.25	0.75	10	29
15	0.62	0.38	9	6
15			**9**	**6**
1	0.63	0.37	1	0
1	0.63	0.37	1	0
1			**1**	**0**
1	0.63	0.37	1	0
1			**1**	**0**
26	0.5	0.5	13	13
26			**13**	**13**
1	0.63	0.37	1	0
1			**1**	**0**
8	0.5	0.5	4	4
8			**4**	**4**
7	0.5	0.5	4	4
7			**4**	**4**
97	0.5	0.5	49	49
97			**49**	**49**
8	0.52	0.48	4	4
8			**4**	**4**
3	0.47	0.53	1	2
3			**1**	**2**
27	0.47	0.53	13	14
27			**13**	**14**
4	0.29	0.71	1	3
4			**1**	**3**
8	0.25	0.75	2	6
8			**2**	**6**
2	0.47	0.53	1	1
50	0.55	0.45	28	23
5	0.48	0.52	2	3
13	0.52	0.48	7	6
25	0.48	0.52	12	13
95			**50**	**46**
32	0.32	0.68	10	22
32			**10**	**22**
27	0.5	0.5	14	14
45	0.5	0.5	23	23
3	0.5	0.5	2	2
2	0.5	0.5	1	1
78	0.5	0.5	39	39
6	0.47	0.53	3	3
77	0.49	0.51	38	39
16	0.46	0.54	7	9
4	0.5	0.5	2	2
3	0.17	0.83	1	2
15	0.62	0.38	9	6
3	0.5	0.5	2	2
4	0.5	0.5	1	2
68	0.5	0.5	34	34
18	0.44	0.56	8	10
279			**184**	**188**

Proposed Land Uses

Level	Number	Parcel Number	Address	Proposed ITE Description	Proposed ITE Code	ITE (SF/UNITS)	INDEPENDENT VARIABLE	AM PEAK HR RATE	AM PEAK HR TOTAL TRIPS
Level 1	1	566520333001	1474 MAIN AVE DURANGO CO 81301	Furniture Store	890	7,599	7.599	0.26	2
				General Office	710	2,533			-
				LOT ACREAGE >1					-
			TOTAL TRIPS AM/PM						-
	2	566520333003	1453 E 2ND AVE DURANGO CO 81301	General Office	710	2924	2.924	1.16	4
				Convenience Market	851	975	0.975	62.54	61
				Multifamily Housing	221	5 UNITS	5	0.21	2
		TOTALS							67
	3		1401 MAIN AVE DURANGO CO 81301	Variety Store	814	2249	2.249	3.18	8
				General Office	710	6746	6.746	0.37	3
		566520334007		Multifamily Housing	221	12 UNITS	12	0.21	3
		TOTALS							14
	4		201 E 12TH STREET DURANGO CO 81301	General Office	710	33323	33.323	0.37	13
				Department Store	875	11108	11.108	0.58	7
		566529203004		Mid-Rise Residential with 1st-Floor Commercial	231	59 UNITS	59	0.3	18
		TOTALS							38
	5	566529210135	1021 MAIN AVE DURANGO CO 81301	Fastfood without Drive thru Window	933	1,299	1.299	0.96	2
				Variety Store	814	1,299	1.299	3.04	4
				General Office	710	7,792	7.792	0.37	3
				Mid-Rise Residential with 1st-Floor Commercial	231	14 UNITS	14	0.3	5
		TOTALS							14
	6	566529210135	1027 MAIN AVE DURANGO CO 81301	Variety Store (Art Gallery)	889	1840	1.84	3.04	6
				General Office	710	5521	5.521	0.37	3
				Mid-Rise Residential with 1st-Floor Commercial	231	10 UNITS	10	0.3	3
		TOTALS							12
	7	566529211002	1075 E 2ND AVE DURANGO CO 81301	Clinic (Chiropractic)	630	937	0.937	1.12	2
				Small Office Building	712	2,810	2.81	1.03	3
				Mid-Rise Residential with 1st-Floor Commercial	231	5 UNITS	5	0.3	2
		TOTALS							7
	8	566529211004	1061 E 2ND AVE DURANGO CO 81301	Varitety Store	814	468	0.468	3.04	2
				Small Office Building	712	1405	1.405	1.03	2
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							5
	9	566529211006	1051 E 2ND AVE DURANGO CO 81301	Variety Store	630	937	0.937	3.04	3
				Small Office Building	712	2810	2.81	1.03	3
				Mid-Rise Residential with 1st-Floor Commercial	231	5 UNITS	5	0.3	2
		TOTALS							8
	10	566529211007	1045 E 2ND AVE DURANGO CO 81301	Convenience Market	851	468	0.468	62.54	30
				Small Office Building	712	2810	2.81	1.03	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							34
Level 2	11	566520335002	1391 MAIN AVE DURANGO CO 81301	Variety Store	814	267	0.267	3.04	1
				Single Tenant Office Building	715	800	0.8	1.78	2
				Mid-Rise Residential with 1st-Floor Commercial	231	1 UNIT	1	0.3	1
		TOTALS							4
	12	566520335003	1345 MAIN AVE DURANGO CO 81301	Warehousing	942	201	0.201	2.25	1
				Single Tenant Office Building	715	604	0.604	1.78	2
				Mid-Rise Residential with 1st-Floor Commercial	231	I UNIT	1	0.3	1
		TOTALS							4
	13	566520336009	1310 MAIN AVE DURANGO CO 81301	Warehousing	942	468	0.468	2.25	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
	14	566520336023	1304 MAIN AVE DURANGO CO 81301	Copy, Print, and Express Ship Sotre	920	468	0.468	2.25	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
	15	566520336024	131 E 13TH ST DURANGO CO 81301	Varitety Store	814	468	0.468	3.04	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
	16	566529202002	1239 MAIN AVE DURANGO CO 81301	Variety Store	814	626	0.626	3.04	2
				Single Tenant Office Building	715	1,879	1.879	1.78	4
				Mid-Rise Residential with 1st-Floor Commercial	231	3 UNITS	3	0.3	1
		TOTALS							7
	17	566529205003	1175 CAMINO DEL RIO DURANGO CO 81301	Discount Home Furnishing Superstore	869	751	0.751	0.57	1
				Single Tenant Office Building	715	2254	2.254	1.78	5
				Mid-Rise Residential with 1st-Floor Commercial	231	4 UNITS	4	0.3	2
		TOTALS							8
	18	566529206004	1139 MAIN AVE DURANGO CO 81301	Variety Store	814	1252	1.252	3.04	4
				Single Tenant Office Building	715	3757	3.757	1.78	7
				Mid-Rise Residential with 1st-Floor Commercial	231	7 UNITS	7	0.3	3
		TOTALS							11
	19	566529206006	1137 MAIN AVE DURANGO CO 81301	Small Office Building	712	2744			
				LOT ACREAGE >1					
	20	566529206012	1129 NARROW GAUGE AVE DURANGO CO 81301	Variety Store	814	594	0.594	3.04	2
				Single Tenant Office Building	715	1781	1.781	1.78	4
				Mid-Rise Residential with 1st-Floor Commercial	231	3 UNITS	3	0.3	1
		TOTALS							7
	21	566529211001	1060 MAIN AVE DURANGO CO 81301	Government Office Building	733	22427			
				LOT ACREAGE >1					
Level 3	22	566520327001	1525 MAIN AVE DURANGO CO 81301	High-Turnover (Sit-Down) Resaurant	932	844	0.844	9.94	9
				Single Tenant Office Building	715	2532	2.532	1.78	5
				Mid-Rise Residential with 1st-Floor Commercial	231	4 UNITS	4	0.3	2
		TOTALS							16
	23	566520332008	1434 E 2ND AVE DURANGO CO 81301	Variety Store	814	500	0.5	3.04	2
				Single Tenant Office Building	715	1501	1.501	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	3 UNITS	3	0.3	1
		TOTALS							6
	24	566520332009	1428 E 2ND AVE DURANGO CO 81301	Variety Store	814	468	0.468	3.04	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
	25	566520332010	1422 E 2ND AVE DURANGO CO 81301	Variety Store	814	468	0.468	3.04	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
	26	566520332011	1400 E 2ND AVE DURANGO CO 81301	Fastfood without Drive thru Window	933	348	0.348	25.1	9
				Single Tenant Office Building	715	1045	1.045	1.78	2
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							12
	27	566520332012	215 E 14TH ST DURANGO CO 81301	Variety Store	814	316	0.316	3.04	1
				Single Tenant Office Building	715	947	0.947	1.78	2
				Mid-Rise Residential with 1st-Floor Commercial	231	1 UNIT	1	0.3	1
		TOTALS							4
	28	566520333004	1444 MAIN AVE DURANGO CO 81301	Pet Supply Superstore	866	2107	2.107		
				General Office	710	6322	6.322	1.16	8
				Mid-Rise Residential with 1st-Floor Commercial	231	11 UNITS	11	0.3	4
		TOTALS							8
	29	566520333011	1430 MAIN AVE DURANGO CO 81301	Pet Supply Superstore	866	583	0.583		
				General Office	710	1748	1.748	1.16	3
				Mid-Rise Residential with 1st-Floor Commercial	231	3 UNITS	3	0.3	1
		TOTALS							3
	30	566520334011	1415 MAIN AVE DURANGO CO 81301	Fastfood without Drive thru Window	933	4198	4.198	25.1	106
				General Office	710	12594	12.594	1.16	15
				Mid-Rise Residential with 1st-Floor Commercial	231	22 UNITS	22	0.3	7
		TOTALS							128
	31	566520336021	145 E 13TH ST DURANGO CO 81301	Variety Store	814	626	0.626	3.04	2
				Single Tenant Office Building	715	1879	1.879	1.78	4
				Mid-Rise Residential with 1st-Floor Commercial	231	3 UNITS	3	0.3	1
		TOTALS							7
	32	566529200002	907 CAMINO DEL RIO DURANGO CO 81301	General Office	710	18834	18.834	1.16	22
				Shopping Center	820	6278	6.278	0.55	4
				Mid-Rise Residential with 1st-Floor Commercial	231	33 UNITS	33	0.3	10
		TOTALS							36
	33	566529205008	1025 CAMINO DEL RIO DURANGO CO 81301	General Officen Building	710	20484	20.484	1.16	24
				Shopping Center	820	6828	6.828	0.55	4
				Mid-Rise Residential with 1st-Floor Commercial	231	36 UNITS	36	0.3	11
		TOTALS							39
	34	566529207006	1155 E 2ND AVE DURANGO CO 81301	Clinic (Chiropractic)	630	468	0.468	3.69	2
				Single Tenant Office Building	715	1405	1.405	1.78	3
				Mid-Rise Residential with 1st-Floor Commercial	231	2 UNITS	2	0.3	1
		TOTALS							6
Level 4	35	566520300002	1235 CAMINO DEL RIO DURANGO CO 81301	Government Office Building	730	41328	41.328	3.34	139
				Wholesale Market	860	13776	13.776	0.55	8
				Mid-Rise Residential with 1st-Floor Commercial	231	73 UNITS	73	0.3	22
		TOTALS							169
	36	566520336001	1316 MAIN AVE DURANGO CO 81301	Automobile Parts Sales	934	5,000	5	1.96	10
				Variety Store	814	500	0.5	3.04	2
				Sporting Goods Super Store	861	1,000	1	0.34	1
				Fast Casual Restaurant	930	1,000	1	2.07	3
				Furniture Store	890	1,408	1.408	0.26	1
				General Office	710	26,724	26.724	1.16	31
				Mid-Rise Residential with 1st-Floor Commercial	231	48 UNITS	48	0.3	15
		TOTALS							63
	37	5.6652E+11	1275 MAIN AVE DURANGO CO 81301	Variety Store	814	3125	3.125	3.04	10
				Single Tenant Office Building	715	9376	9.376	1.78	17
				Mid-Rise Residential with 1st-Floor Commercial	231	16 UNITS	16	0.3	5
		TOTALS							32
	38	566529200001	28 TOWN PLAZA DURANGO CO 81301	Liquor Store	899	1,640	1.64		
				Fast Food without Drive thru Window	933	2,000	2	25.1	51
				Shopping Center (Laundry Mat)	820	1,501	1.501	0.55	1
				Shopping Center (Water Store)	820	1,000	1	0.55	1
				Coffee/Donut Shop without Drive-Through	936	2,130	2.13	101.14	216
				Hardware/Paint Store	816	2,150	2.15	4.32	10
				Parmacy/Drugstore without Drive-Through window	880	11,025	11.025	2.94	33
				Arts and Cragts Store	879	1,500	1.5		
				Shopping Center	820	2,200	2.2	0.55	2
				Hair Salon (Nails)	918	1,580	1.58	1.21	2
				High-Turnover (Sit-Down) Resaurant	932	3,278	3.278	9.94	33
				Fast-Food Restaurant without Drive-Through	933	2,515	2.515	25.1	64
				Copy, Print, and Express Ship Store	920	2,322	2.322	1.5	4
				General Office Building	710	83,635	83.635	1.16	98
				Mid-Rise Residential with 1st-Floor Commercial	231	149 UNITS	149	0.3	45
		TOTALS							560

AM PEAK HR DIST.% IN	AM PEAK HR % OUT	AM PEAK HR TRIPS IN	AM PEAK HR TRIPS OUT	PM PEAK HR RATE	PM PEAK HR TOTAL TRIPS	PM PEAK HR DIST.% IN	PM PEAK HR % OUT	PM PEAK HR TRIPS IN	PM PEAK HR TRIPS OUT
0.71	0.29	1	1	0.52	4	0.47	0.53	2	2
		0	0		0			0	0
		0	0		0			0	0
		0	0		0			0	0
0.86	0.14	3	1	1.15	4	0.16	0.84	1	3
0.50	0.50	31	31	49.11	48	0.51	0.49	24	24
0.26	0.74	1	1	0.17	1	0.64	0.36	1	0
		35	33		53			26	27
0.57	0.43	5	3	6.84	16	0.52	0.48	8	8
0.83	0.17	2	1	0.4	3	0.2	0.8	1	2
0.26	0.74	1	2	0.17	3	0.64	0.36	2	1
		8	6		22			11	11
0.83	0.17	11	2	0.4	14	0.2	0.8	3	11
0.64	0.36	4	3	1.95	22	0.5	0.5	11	11
0.28	0.72	5	13	0.36	22	0.7	0.3	15	7
		20	18		58			29	29
0.61	0.39	1	1	6.73	9	0.48	0.52	4	5
0.56	0.44	2	2	10.47	14	0.52	0.48	7	7
0.83	0.17	2	1	0.7	6	0.2	0.8	1	5
0.28	0.72	1	4	0.36	6	0.7	0.3	4	2
		6	8		35			16	19
0.56	0.44	3	3	10.47	20	0.52	0.48	10	10
0.83	0.17	2	1	0.7	4	0.2	0.8	1	3
0.28	0.72	1	2	0.36	4	0.7	0.3	3	1
		6	6		28			14	14
0.77	0.23	2	0	0.85	1	0.36	0.64	0	1
0.84	0.16	3	0	1.2	4	0.35	0.65	1	3
0.28	0.72	1	1	0.36	2	0.7	0.3	1	1
		6	1		7			2	5
0.56	0.44	1	1	10.47	5	0.52	0.48	3	2
0.84	0.16	2	0	1.2	2	0.35	0.65	1	1
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		3	2		8			5	3
0.56	0.44	2	1	10.47	10	0.52	0.48	5	5
0.84	0.16	3	0	1.2	4	0.35	0.65	1	3
0.28	0.72	1	1	0.36	2	0.7	0.3	1	1
		6	2		16			7	9
0.5	0.5	15	15	49.11	23	0.51	0.49	12	11
0.84	0.16	3	0	1.2	4	0.35	0.65	1	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		18	16		28			14	14
0.56	0.44	1	0	10.47	3	0.36	0.64	1	2
0.89	0.11	2	0	1.71	2	0.15	0.85	0	2
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		3	1		6			2	4
0.66	0.34	1	0	3.11	1	0.48	0.52	0	1
0.89	0.11	2	0	1.71	2	0.15	0.85	0	2
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		3	1		4			1	3
0.66	0.34	1	1	3.11	2	0.48	0.52	1	1
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		4	2		6			2	4
0.66	0.34	1	1	3.11	2	0.48	0.52	1	1
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		4	2		6			2	4
0.56	0.44	1	1	10.47	5	0.52	0.48	3	2
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		4	2		8			3	5
0.56	0.44	1	1	10.47	7	0.52	0.48	4	3
0.89	0.11	4	0	1.71	4	0.15	0.85	1	3
0.28	0.72	0	1	0.36	2	0.7	0.3	1	1
		5	2		13			6	7
0.64	0.36	1	0	1.57	2	0.53	0.47	1	1
0.89	0.11	4	1	1.71	4	0.15	0.85	1	3
0.28	0.72	1	1	0.36	2	0.7	0.3	1	1
		6	2		8			3	5
0.56	0.44	2	2	10.47	14	0.52	0.48	7	7
0.89	0.11	6	1	1.71	7	0.15	0.85	1	6
0.28	0.72	1	2	0.36	3	0.7	0.3	2	1
		9	5					10	14
0.56	0.44	1	1	10.47	7	0.52	0.48	4	3
0.89	0.11	4	0	1.71	4	0.15	0.85	1	3
0.28	0.72	0	1	0.36	2	0.7	0.3	1	1
		5	2		13			6	7
0.55	0.45	5	4	9.77	9	0.62	0.38	6	3
0.89	0.11	4	1	1.71	5	0.15	0.85	1	4
0.28	0.72	1	1	0.36	2	0.7	0.3	1	1
		10	6		16			8	8
0.56	0.44	1	1	10.47	6	0.52	0.48	3	3
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	2	0.7	0.3	1	1
		4	2		11			4	7
0.56	0.44	1	1	10.47	5	0.52	0.48	3	2
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		4	2		9			4	5
0.56	0.44	1	1	10.47	5	0.52	0.48	3	2
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		4	2		9			4	5
0.6	0.4	5	4	28.34	10	0.5	0.5	5	5
0.89	0.11	2	0	1.71	2	0.15	0.85	0	2
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		7	5		13			6	7
0.56	0.44	1	0	10.47	4	0.52	0.48	2	2
0.89	0.11	2	0	1.71	2	0.15	0.85	0	2
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		3	1		7			3	4
				3.55	8	0.5	0.5	4	4
0.86	0.14	7	1	1.15	8	0.16	0.84	1	7
0.28	0.72	1	3	0.36	4	0.7	0.3	3	1
		8	4		20			8	12
				3.55	3	0.5	0.5	2	2
0.86	0.14	3	0	1.15	3	0.16	0.84	0	3
0.28	0.72	0	1	0.36	2	0.7	0.3	1	1
		3	1		8			3	6
0.6	0.4	64	42	28.34	119	0.5	0.5	60	60
0.86	0.14	13	2	1.15	15	0.16	0.84	2	13
0.28	0.72	2	5	0.36	8	0.7	0.3	6	2
		79	49		142			68	75
0.56	0.44	1	1	10.47	7	0.52	0.48	4	3
0.89	0.11	4	0	1.71	4	0.15	0.85	1	3
0.28	0.72	0	1	0.36	2	0.7	0.3	1	1
		5	2		13			6	7
0.86	0.14	19	3	1.15	22	0.16	0.84	4	18
0.64	0.36	3	1	1.62	11	0.5	0.5	6	6
0.28	0.72	3	7	0.36	12	0.7	0.3	8	4
		25	11		45			18	28
0.86	0.14	21	3	1.15	24	0.16	0.84	4	20
0.64	0.36	3	1	1.62	12	0.5	0.5	6	6
0.28	0.72	3	8	0.36	13	0.7	0.3	9	4
		27	4		36			10	30
0.78	0.22	2	0	3.28	2	0.29	0.71	1	1
0.89	0.11	3	0	1.71	3	0.15	0.85	0	3
0.28	0.72	0	1	0.36	1	0.7	0.3	1	0
		5	1		6			2	4
0.75	0.25	104	35	1.71	71	0.25	0.75	18	53
0.67	0.33	5	3	1.76	25	0.53	0.47	13	12
0.28	0.72	6	16	0.36	27	0.7	0.3	19	8
		115	54		96			50	73
0.73	0.27	7	3	2.26	12	0.4	0.6	5	7
0.56	0.44	1	1	10.47	6	0.52	0.48	3	3
0.8	0.2	1	0	2.02	3	0.48	0.52	1	2
0.67	0.33	2	1	14.13	15	0.55	0.45	8	7
0.71	0.29	1	0	0.52	1	0.47	0.53	0	1
0.86	0.14	27	4	1.15	31	0.16	0.84	5	26
0.28	0.72	4	11	0.36	18	0.7	0.3	13	5
		43	20		86			35	51
0.56	0.44	6	4	10.47	33	0.52	0.48	17	16
0.89	0.11	15	2	1.71	17	0.15	0.85	3	14
0.28	0.72	1	4	0.36	6	0.7	0.3	4	2
		22	10		56			24	32
				16.37	27	0.5	0.5	14	14
0.6	0.4	31	20	28.34	57	0.5	0.5	29	29
0.64	0.36	1	0	1.62	3	0.5	0.5	2	2
0.64	0.36	1	0	1.62	2	0.5	0.5	1	1
0.51	0.49	110	106	36.31	78	0.5	0.5	39	39
0.54	0.46	5	5	3.68	8	0.45	0.55	4	4
0.65	0.35	21	12	8.51	94	0.49	0.51	46	48
				6.21	10	0.46	0.54	5	5
0.64	0.36	1	1	1.62	4	0.5	0.5	2	2
na	na	0	0	1.45	3	0.17	0.83	1	2
0.55	0.45	18	15	9.77	33	0.62	0.38	20	13
0.6	0.4	38	26	28.34	72	0.5	0.5	36	36
0.75	0.25	3	1	4	10		0.44	0.56	4
0.86	0.14	84	14	1.15	97	0.16	0.84	16	81
0.28	0.72	13	32	0.36	54	0.7	0.3	38	16
		313	200		391			253.56	296

Appendix C

Scenarios Analyzed



SEH

Midtown Traffic Operations Study

Scenario 1: 14th No SBL

Scale	1" = 50'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089	



SEH

Midtown Traffic Operations Study

Scenario 2: 14th Right-In/Right-Out

Scale	1" = 50'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089	



SEH

Midtown Traffic Operations Study

Scenario 3: 14th One-Way WB

Scale	1" = 50'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089	



SEH

Midtown Traffic Operations Study

Scenario 4: 14th Realigned

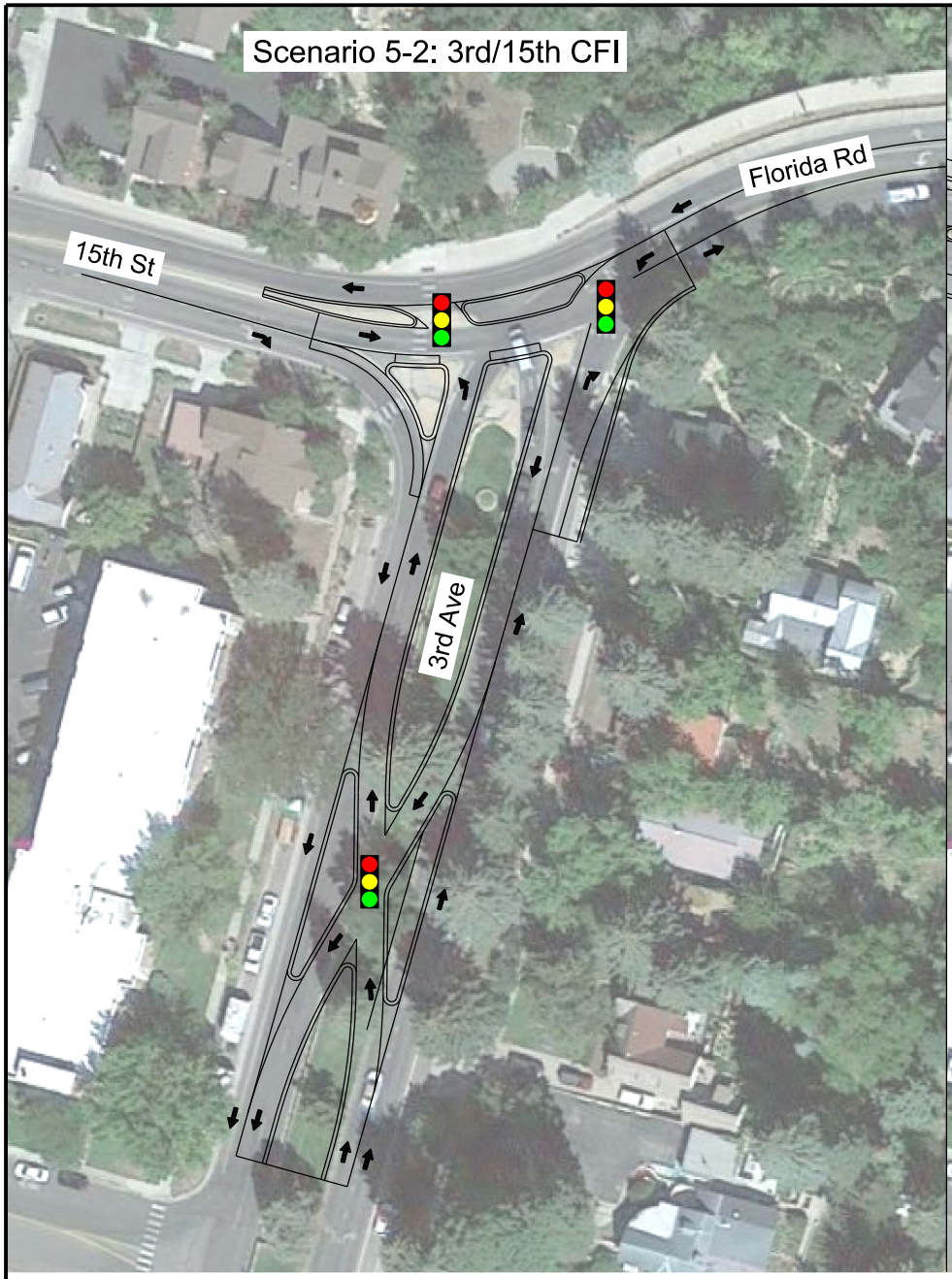
Scale	1" = 50'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089	

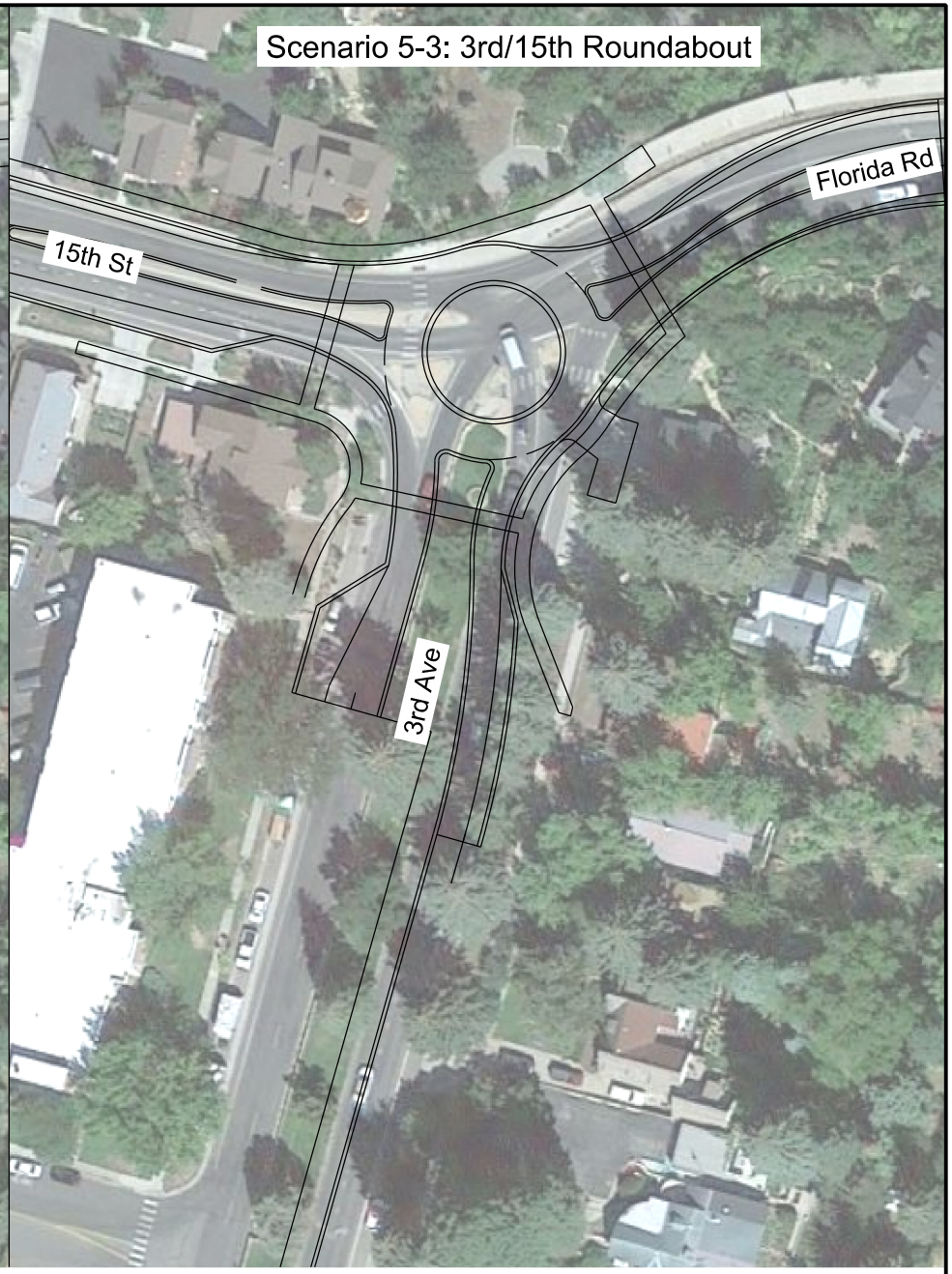


Midtown Traffic Operations Study

Scenario 5-1: 3rd No NBL

Scale	1" = 50'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089





SEH

Midtown Traffic Operations Study

3rd Ave/15th St/Florida Rd Intersection Improvement Concepts

Scale	Not To Scale	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089	



Midtown Traffic Operations Study

Scenario 6: 14th No SBL + 2nd One-Way SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089



Midtown Traffic Operations Study

Scenario 7: 14th RI/RO + 2nd One-Way SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089



SEH

Midtown Traffic Operations Study

Scenario 8: 14th One-Way WB + 2nd One-Way SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089



Midtown Traffic Operations Study

Scenario 9: 14th No SBL + 2nd One-Way NB + SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089



SEH

Midtown Traffic Operations Study

Scenario 10: 14th RI/RO + 2nd One-Way NB + SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089



SEH

Midtown Traffic Operations Study

Scenario 11: 14th One-Way WB + 2nd One-Way NB + SB

Scale	1" = 100'	Date	8/8/2022	Drawn By	MJW	Job #	CDTT5-164089

Appendix D

Trip Distribution

Scenario 0: Baseline/No Action

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	231	1249	--
2: 2nd Ave & 15th St	6	332	13	79	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	197	159	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	25	127	22	--	278	22	51	291	814
5: 2nd Ave & 14th St	24	65	5	7	113	4	12	10	5	4	7	67
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	12	309	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	236	1427	--
2: 2nd Ave & 15th St	18	408	21	94	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	264	167	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	28	164	33	--	372	14	62	306	1058
5: 2nd Ave & 14th St	39	61	7	4	96	6	21	10	21	3	8	114
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	4	318	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	256	416	1449	--
2: 2nd Ave & 15th St	11	598	23	142	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	355	286	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	45	229	40	--	500	40	92	524	944
5: 2nd Ave & 14th St	43	117	9	13	203	7	22	18	9	7	13	121
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	22	556	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1676	358	425	1655	--
2: 2nd Ave & 15th St	32	734	38	169	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	475	301	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	50	295	59	--	670	25	112	551	1227
5: 2nd Ave & 14th St	70	110	13	7	173	11	38	18	38	5	14	205
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	7	572	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 1-1: 14th NO SBL - 80% Split 13th St

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	272	1208	--
2: 2nd Ave & 15th St	6	371	15	79	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	219	176	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	25	127	22	--	278	22	0	301	814
5: 2nd Ave & 14th St	11	30	2	7	113	4	12	10	5	4	7	69
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	22	299	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	248	1415	--
2: 2nd Ave & 15th St	18	419	22	94	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	270	172	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	28	164	33	--	372	14	0	356	1058
5: 2nd Ave & 14th St	15	26	4	4	96	6	21	10	21	3	8	115
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	54	268	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	256	434	1437	--
2: 2nd Ave & 15th St	11	616	23	142	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	365	293	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	45	229	40	--	500	40	0	598	944
5: 2nd Ave & 14th St	20	54	4	13	203	7	22	18	9	7	13	121
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	95	482	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1676	358	446	1641	--
2: 2nd Ave & 15th St	32	754	40	169	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	486	310	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	50	295	59	--	670	25	0	641	1227
5: 2nd Ave & 14th St	27	47	7	7	173	11	38	18	38	5	14	207
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	97	482	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 1-2: 14th NO SBL - 80% Split 15th St

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	272	1208	--
2: 2nd Ave & 15th St	6	371	15	79	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	219	176	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	25	127	22	--	278	22	0	301	814
5: 2nd Ave & 14th St	11	30	2	7	113	4	12	10	5	4	7	69
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	22	299	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	286	1377	--
2: 2nd Ave & 15th St	18	456	23	94	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	293	186	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	28	164	33	--	372	14	0	318	1058
5: 2nd Ave & 14th St	15	26	4	4	96	6	21	10	21	3	8	116
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	16	306	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1173	256	490	1305	--
2: 2nd Ave & 15th St	11	668	27	142	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	394	317	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1101	97	25	45	229	40	--	500	40	0	542	879
5: 2nd Ave & 14th St	20	54	4	13	203	7	22	18	9	7	13	124
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	40	538	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1561	358	515	1487	--
2: 2nd Ave & 15th St	32	821	41	169	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	527	335	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1338	81	29	50	295	59	--	670	25	0	572	1143
5: 2nd Ave & 14th St	27	47	7	7	173	11	38	18	38	5	14	209
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	29	551	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 2: 14th RIRO

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	231	1249	--
2: 2nd Ave & 15th St	6	332	13	19	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	197	159	519	165	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	0	0	22	--	278	22	0	342	814
5: 2nd Ave & 14th St	11	30	2	7	13	4	22	10	15	4	7	7
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	32	340	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	236	1427	--
2: 2nd Ave & 15th St	18	408	21	19	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	264	167	453	116	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	0	0	33	--	372	14	0	368	1058
5: 2nd Ave & 14th St	15	26	4	4	6	6	31	10	31	3	8	14
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	24	360	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	256	416	1449	--
2: 2nd Ave & 15th St	11	598	23	34	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	355	286	934	297	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	0	0	40	--	500	40	0	616	944
5: 2nd Ave & 14th St	20	54	4	13	23	7	40	18	27	7	13	13
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	58	612	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1676	358	425	1655	--
2: 2nd Ave & 15th St	32	734	38	34	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	475	301	815	209	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	0	0	59	--	670	25	0	662	1227
5: 2nd Ave & 14th St	27	47	7	7	11	11	56	18	56	5	14	25
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	43	648	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 3: 14th ONE-WAY WB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	196	231	1249	--
2: 2nd Ave & 15th St	6	366	33	79	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	197	193	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1073	0	14	25	127	22	--	278	0	0	342	814
5: 2nd Ave & 14th St	0	0	0	7	113	4	22	10	0	0	7	77
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	41	22	350	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	244	236	1427	--
2: 2nd Ave & 15th St	18	433	41	94	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	264	192	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1284	0	16	28	164	33	--	372	0	0	368	1058
5: 2nd Ave & 14th St	0	0	0	4	96	6	31	10	0	0	8	124
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	58	14	370	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	353	416	1449	--
2: 2nd Ave & 15th St	11	659	59	142	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	355	347	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1245	0	25	45	229	40	--	500	0	0	616	944
5: 2nd Ave & 14th St	0	0	0	13	203	7	40	18	0	0	13	139
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	74	40	630	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1676	439	425	1655	--
2: 2nd Ave & 15th St	32	779	74	169	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	475	346	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1489	0	29	50	295	59	--	670	0	0	662	1227
5: 2nd Ave & 14th St	0	0	0	7	173	11	56	18	0	0	14	223
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	104	25	666	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 4: 14th REALIGNED

Existing (2021) - AM

Intersection	EBL2	EBL	EBT	EBR	14th EBR2	14th EBR	14th EBT	14th EBL	WBL	WBT	14th WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
1: Main Ave & 15th St		--	--	0					--	--		272	0	1086	142	231	1249	--	--
2: 2nd Ave & 15th St		6	332	13					79	233		3	6	2	5	4	3	2	--
3: 3rd Ave & 15th St		--	197	159					459	225		--	99	--	112	--	--	--	--
4: Main Ave & Camino Del Rio/14th St	0	1019	54	14	0	0	0	0	25	127	0	22	0	278	22	51	291	814	2
5: 2nd Ave & 14th St		24	65	5					7	113		4	12	10	5	4	7	67	--
6: Main Ave & 13th St		--	--	--					31	--		4	--	307	19	12	309	--	--

Existing (2021) - PM

Intersection	EBL2	EBL	EBT	EBR	14th EBR2	14th EBR	14th EBT	14th EBL	WBL	WBT	14th WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
1: Main Ave & 15th St		--	--	4					--	--		247	7	1445	199	236	1427	--	
2: 2nd Ave & 15th St		18	408	21					94	203		12	11	5	24	5	11	11	
3: 3rd Ave & 15th St		--	264	167					378	191		--	177	--	244	--	--	--	
4: Main Ave & Camino Del Rio/14th St	0	1239	45	16	2				28	164	0	33	0	372	14	62	306	1058	0
5: 2nd Ave & 14th St		39	61	7					4	96		6	21	10	21	3	8	114	
6: Main Ave & 13th St		--	--	--					28	--		16	--	419	44	4	318	--	

Future (2041) - AM

Intersection	EBL2	EBL	EBT	EBR	14th EBR2	14th EBR	14th EBT	14th EBL	WBL	WBT	14th WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
1: Main Ave & 15th St		--	--	0					--	--		490	0	1260	256	416	1449	--	
2: 2nd Ave & 15th St		11	598	23					142	419		5	11	4	9	7	5	4	
3: 3rd Ave & 15th St		--	355	286					826	405		--	178	--	202	--	--	--	
4: Main Ave & Camino Del Rio/14th St	43	1182	97	25	22	2	3	28	45	229	3	40	2	500	40	92	524	944	39
5: 2nd Ave & 14th St		43	117	9					13	203		7	22	18	9	7	13	121	
6: Main Ave & 13th St		--	--	--					56	--		7	--	553	34	22	556	--	

Future (2041) - PM

Intersection	EBL2	EBL	EBT	EBR	14th EBR2	14th EBR	14th EBT	14th EBL	WBL	WBT	14th WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SBR2
1: Main Ave & 15th St		--	--	7					--	--		445	13	1676	358	425	1655	--	
2: 2nd Ave & 15th St		32	734	38					169	365		22	20	9	43	9	20	20	
3: 3rd Ave & 15th St		--	475	301					680	344		--	319	--	439	--	--	--	
4: Main Ave & Camino Del Rio/14th St	38	1437	81	29	39	3	6	38	50	295	2	59	2	670	25	112	551	1227	37
5: 2nd Ave & 14th St		70	110	13					7	173		11	38	18	38	5	14	205	
6: Main Ave & 13th St		--	--	--					50	--		29	--	754	79	7	572	--	

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 5: 3rd and 15th NO SBL/ CFI/ ROUNDABOUT

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1096	143	231	1249	--
2: 2nd Ave & 15th St	6	332	13	79	233	3	6	2	5	4	3	2
3: 3rd Ave & 15th St	--	197	159	459	225	--	0	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	38	193	33	--	278	22	51	291	814
5: 2nd Ave & 14th St	24	65	5	13	203	7	12	10	5	4	7	67
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	12	322	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1465	202	236	1427	--
2: 2nd Ave & 15th St	18	408	21	94	203	12	11	5	24	5	11	11
3: 3rd Ave & 15th St	--	264	167	378	191	--	0	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	48	281	56	--	372	14	62	306	1058
5: 2nd Ave & 14th St	39	61	7	11	256	16	21	10	21	3	8	114
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	4	338	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1271	257	416	1449	--
2: 2nd Ave & 15th St	11	598	23	142	419	5	11	4	9	7	5	4
3: 3rd Ave & 15th St	--	355	286	826	405	--	0	--	405	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	68	347	59	--	500	40	92	524	944
5: 2nd Ave & 14th St	43	117	9	23	365	13	22	18	9	7	13	121
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	22	580	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1699	364	425	1655	--
2: 2nd Ave & 15th St	32	734	38	169	365	22	20	9	43	9	20	20
3: 3rd Ave & 15th St	--	475	301	680	344	--	0	--	756	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	86	506	101	--	670	25	112	551	1227
5: 2nd Ave & 14th St	70	110	13	20	461	29	38	18	38	5	14	205
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	7	608	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 6: 14th NO SBL + 2nd ONE-WAY SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	241	1239	--
2: 2nd Ave & 15th St	6	342	13	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	163	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	26	143	23	--	278	22	0	332	814
5: 2nd Ave & 14th St	0	40	1	7	117	0	0	0	0	6	12	75
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	53	268	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	248	1415	--
2: 2nd Ave & 15th St	18	419	22	94	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	172	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	28	164	33	--	372	14	0	356	1058
5: 2nd Ave & 14th St	0	39	6	4	102	0	0	0	0	3	8	115
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	54	268	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1173	256	434	1338	--
2: 2nd Ave & 15th St	11	616	23	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	293	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1101	97	25	47	257	41	--	500	40	0	598	879
5: 2nd Ave & 14th St	0	72	2	13	211	0	0	0	0	11	22	135
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	95	482	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1561	358	446	1528	--
2: 2nd Ave & 15th St	32	754	40	169	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	310	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1338	81	29	50	295	59	--	670	25	0	641	1143
5: 2nd Ave & 14th St	0	70	11	7	184	0	0	0	0	5	14	207
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	97	482	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 7: 14th RIRO + 2nd ONE-WAY SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	241	1239	--
2: 2nd Ave & 15th St	6	342	13	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	163	519	165	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	0	0	40	--	278	22	0	332	814
5: 2nd Ave & 14th St	0	40	3	4	17	0	0	0	0	7	55	22
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	53	268	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	248	1415	--
2: 2nd Ave & 15th St	18	419	22	19	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	172	453	116	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	0	0	39	--	372	14	0	356	1058
5: 2nd Ave & 14th St	0	39	6	6	10	0	0	0	0	4	17	30
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	54	268	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1173	256	434	1338	--
2: 2nd Ave & 15th St	11	616	23	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	293	934	297	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1101	97	25	0	0	72	--	500	40	0	598	879
5: 2nd Ave & 14th St	0	72	5	7	31	0	0	0	0	13	99	40
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	95	482	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1561	358	446	1528	--
2: 2nd Ave & 15th St	32	754	40	34	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	310	815	209	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1338	81	29	0	0	70	--	670	25	0	641	1143
5: 2nd Ave & 14th St	0	70	11	11	18	0	0	0	0	7	31	54
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	97	482	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 8: 14th ONE-WAY WB + 2nd ONE-WAY SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	196	241	1239	--
2: 2nd Ave & 15th St	6	376	33	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	197	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1073	0	14	26	153	23	--	278	0	0	332	814
5: 2nd Ave & 14th St	0	0	0	7	117	0	0	0	0	0	27	85
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	41	43	279	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	244	248	1415	--
2: 2nd Ave & 15th St	18	434	42	94	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	197	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1284	0	16	28	164	33	--	372	0	0	306	1058
5: 2nd Ave & 14th St	0	0	0	4	102	0	0	0	0	0	15	132
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	58	44	278	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1173	353	434	1338	--
2: 2nd Ave & 15th St	11	677	59	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	355	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1159	0	25	47	275	41	--	500	0	0	598	879
5: 2nd Ave & 14th St	0	0	0	13	211	0	0	0	0	0	49	153
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	74	77	502	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1561	439	446	1528	--
2: 2nd Ave & 15th St	32	781	76	169	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	355	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1387	0	29	50	295	59	--	670	0	0	551	1143
5: 2nd Ave & 14th St	0	0	0	7	184	0	0	0	0	0	27	238
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	104	79	500	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 9: 14th NO SBL + 2nd ONE-WAY NB+SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	241	1239	--
2: 2nd Ave & 15th St	6	342	13	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	163	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	26	165	23	--	278	22	0	332	814
5: 2nd Ave & 14th St	0	43	0	0	124	0	20	0	8	0	0	0
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	53	268	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1445	199	248	1415	--
2: 2nd Ave & 15th St	18	419	22	94	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	172	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	28	193	33	--	372	14	0	356	1058
5: 2nd Ave & 14th St	0	39	6	4	102	0	0	0	0	3	8	115
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	54	268	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	256	434	1437	--
2: 2nd Ave & 15th St	11	616	23	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	293	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	47	297	41	--	500	40	0	598	944
5: 2nd Ave & 14th St	0	77	0	0	223	0	36	0	14	0	0	0
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	95	482	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1676	358	446	1641	--
2: 2nd Ave & 15th St	32	754	40	169	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	310	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	50	347	59	--	670	25	0	641	1227
5: 2nd Ave & 14th St	0	81	0	0	191	0	47	0	47	7	0	220
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	97	482	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 10: 14th RIRO + 2nd ONE-WAY NB+SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1086	142	241	1239	--
2: 2nd Ave & 15th St	6	342	13	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	163	519	165	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1019	54	14	0	0	135	--	278	22	0	332	814
5: 2nd Ave & 14th St	0	96	0	0	24	0	27	0	20	88	0	8
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	19	53	268	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1490	199	248	1415	--
2: 2nd Ave & 15th St	18	419	22	19	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	172	453	116	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1239	45	16	0	0	74	--	372	14	0	356	1058
5: 2nd Ave & 14th St	0	45	0	0	16	0	26	0	26	18	0	34
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	44	54	268	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1260	256	434	1437	--
2: 2nd Ave & 15th St	11	616	23	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	293	934	297	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1182	97	25	0	0	243	--	500	40	0	598	944
5: 2nd Ave & 14th St	0	173	0	0	43	0	49	0	36	158	0	14
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	34	95	482	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1728	358	446	1641	--
2: 2nd Ave & 15th St	32	754	40	34	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	310	815	209	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1437	81	29	0	0	133	--	670	25	0	641	1227
5: 2nd Ave & 14th St	0	81	0	0	29	0	47	0	47	32	0	61
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	79	97	482	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Scenario 11: 14th ONE-WAY WB + 2nd ONE-WAY NB + SB

Existing (2021) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	272	0	1096	197	241	1239	--
2: 2nd Ave & 15th St	6	392	35	79	233	3	0	0	0	4	3	2
3: 3rd Ave & 15th St	--	203	197	459	225	--	99	--	112	--	--	--
4: Main Ave & Camino Del Rio/14th St	1073	0	14	37	189	33	--	278	0	0	332	814
5: 2nd Ave & 14th St	0	0	0	0	122	0	22	0	0	0	0	115
6: Main Ave & 13th St	--	--	--	31	--	4	--	307	41	43	279	--

Existing (2021) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	4	--	--	247	7	1454	247	248	1415	--
2: 2nd Ave & 15th St	18	434	42	94	203	12	0	0	0	5	11	11
3: 3rd Ave & 15th St	--	270	197	378	191	--	177	--	244	--	--	--
4: Main Ave & Camino Del Rio/14th St	1284	0	16	39	224	45	--	372	0	0	306	1058
5: 2nd Ave & 14th St	0	0	0	0	106	0	55	0	0	0	0	147
6: Main Ave & 13th St	--	--	--	28	--	16	--	419	58	44	278	--

Future (2041) - AM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	0	--	--	490	0	1271	355	434	1437	--
2: 2nd Ave & 15th St	11	706	63	142	419	5	0	0	0	7	5	4
3: 3rd Ave & 15th St	--	365	355	826	405	--	178	--	202	--	--	--
4: Main Ave & Camino Del Rio/14th St	1245	0	25	67	340	59	--	500	0	0	598	944
5: 2nd Ave & 14th St	0	0	0	0	220	0	40	0	0	0	0	207
6: Main Ave & 13th St	--	--	--	56	--	7	--	553	74	77	502	--

Future (2041) - PM

Intersection	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
1: Main Ave & 15th St	--	--	7	--	--	445	13	1687	445	446	1641	--
2: 2nd Ave & 15th St	32	781	76	169	365	22	0	0	0	9	20	20
3: 3rd Ave & 15th St	--	486	355	680	344	--	319	--	439	--	--	--
4: Main Ave & Camino Del Rio/14th St	1489	0	29	70	403	81	--	670	0	0	551	1227
5: 2nd Ave & 14th St	0	0	0	0	191	0	99	0	0	0	0	265
6: Main Ave & 13th St	--	--	--	50	--	29	--	754	104	79	500	--

CDOT Mainline (US 550) 20-year growth factor = 1.16

Midtown & City Streets 20-year growth factor = 1.80

Appendix E

Synchro Analysis- Existing Conditions

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	0	0	0	0	0	272	0	1086	142	231	1249	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	231	1249	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	300	1419	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	710	-	-	733	1419	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	376	0	0	363	476	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	376	-	-	363	476	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	4.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	476	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.656	-
HCM Control Delay (s)	0	-	-	0	56.4	26.7	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	4.6	-

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	6	332	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	332	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	426	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	446	0	0	1022	1020	436	1021	1026	292
Stage 1	-	-	-	-	-	-	460	460	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	465	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1114	-	-	214	237	620	215	235	747
Stage 1	-	-	-	-	-	-	581	566	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	578	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1114	-	-	187	207	620	190	205	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	207	-	190	205	-
Stage 1	-	-	-	-	-	-	576	561	-	510	452	-
Stage 2	-	-	-	-	-	-	441	451	-	563	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	21.7	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1265	-	-	1114	-	-	231
HCM Lane V/C Ratio	0.108	0.009	-	-	0.118	-	-	0.086
HCM Control Delay (s)	21.7	7.9	-	-	8.7	-	-	22
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	26.9

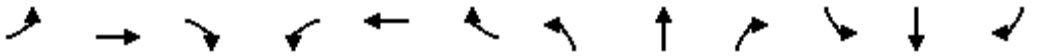
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	159	459	225	99	112
Future Vol, veh/h	197	159	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	173	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	214	0	1457	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	1243	-
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	-	0	1356	-	143	826
Stage 1	-	0	-	-	822	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1356	-	~ 90	826
Mov Cap-2 Maneuver	-	-	-	-	~ 90	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	172	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	119
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	90	826	-	1356	-
HCM Lane V/C Ratio	1.196	0.147	-	0.368	-
HCM Control Delay (s)	242.2	10.1	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.5	0.5	-	1.7	-

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)	1019	54	14	25	127	22	0	278	22	51	291	814
Future Volume (veh/h)	1019	54	14	25	127	22	0	278	22	51	291	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1143	0	0	48	165	32	0	316	32	72	342	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1391	730	0	50	170	188	0	382	38	66	693	942
Arrive On Green	0.39	0.00	0.00	0.12	0.12	0.12	0.00	0.12	0.12	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	417	1433	1585	0	3354	328	322	3402	1585
Grp Volume(v), veh/h	1143	0	0	213	0	32	0	171	177	414	0	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	1854	1870	1585
Q Serve(g_s), s	33.9	0.0	0.0	13.5	0.0	2.1	0.0	11.1	11.3	24.0	0.0	24.0
Cycle Q Clear(g_c), s	33.9	0.0	0.0	13.5	0.0	2.1	0.0	11.1	11.3	24.0	0.0	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.17		1.00
Lane Grp Cap(c), veh/h	1391	730	0	220	0	188	0	208	212	378	381	942
V/C Ratio(X)	0.82	0.00	0.00	0.97	0.00	0.17	0.00	0.82	0.83	1.10	0.00	0.96
Avail Cap(c_a), veh/h	1391	730	0	220	0	188	0	241	246	378	381	942
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	51.7	0.0	46.7	0.0	50.8	50.9	46.9	0.0	14.6
Incr Delay (d2), s/veh	5.6	0.0	0.0	51.7	0.0	0.4	0.0	17.8	18.9	74.6	0.0	20.2
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	15.2	0.0	0.0	9.5	0.0	0.9	0.0	6.0	6.3	18.7	0.0	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	0.0	103.4	0.0	47.1	0.0	68.7	69.8	121.5	0.0	34.8
LnGrp LOS	D	A	A	F	A	D	A	E	E	F	A	C
Approach Vol, veh/h		1143			245			348			1318	
Approach Delay, s/veh		37.8			96.1			69.2			62.0	
Approach LOS		D			F			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		13.3		35.9		26.0		15.5				
Green Ext Time (p_c), s		0.5		3.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			56.5									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	65	5	7	113	4	12	10	5	4	7	67
Future Vol, veh/h	24	65	5	7	113	4	12	10	5	4	7	67
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	80	12	16	157	8	16	16	8	12	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	92	0	0	385	339	86	347	341	161
Stage 1	-	-	-	-	-	-	142	142	-	193	193	-
Stage 2	-	-	-	-	-	-	243	197	-	154	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1503	-	-	573	582	973	607	581	884
Stage 1	-	-	-	-	-	-	861	779	-	809	741	-
Stage 2	-	-	-	-	-	-	761	738	-	848	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1503	-	-	495	563	973	574	562	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	563	-	574	562	-
Stage 1	-	-	-	-	-	-	843	763	-	792	732	-
Stage 2	-	-	-	-	-	-	666	729	-	806	759	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	11.7	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1413	-	-	1503	-	-	775
HCM Lane V/C Ratio	0.069	0.02	-	-	0.011	-	-	0.144
HCM Control Delay (s)	11.7	7.6	0	-	7.4	0	-	10.4
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	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	12	309
Future Vol, veh/h	31	4	307	19	12	309
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	16	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	456	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	821	-	-	1178	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1178	-
HCM Lane V/C Ratio	-	-	0.125	0.014	-
HCM Control Delay (s)	-	-	13.6	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	236	1427	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	236	1427	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	291	1568	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	784	-	-	929	1568	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	336	0	0	~ 269	417	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	336	-	-	~ 269	417	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	101.5	0.1	10.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	417	-	-	336	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.905	-
HCM Control Delay (s)	13.9	-	-	16.1	101.5	65.6	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	8.7	-

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

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	18	408	21	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	408	21	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	429	32	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	461	0	0	1024	1012	445	1030	1022	257
Stage 1	-	-	-	-	-	-	517	517	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	541	533	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1100	-	-	214	239	613	212	236	782
Stage 1	-	-	-	-	-	-	541	534	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	525	525	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1100	-	-	177	208	613	172	205	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	208	-	172	205	-
Stage 1	-	-	-	-	-	-	526	519	-	545	491	-
Stage 2	-	-	-	-	-	-	462	489	-	470	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.7	19.6	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	1301	-	-	1100	-	-	277
HCM Lane V/C Ratio	0.206	0.028	-	-	0.105	-	-	0.173
HCM Control Delay (s)	19.6	7.8	-	-	8.7	-	-	20.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.6

Intersection	
Int Delay, s/veh	94

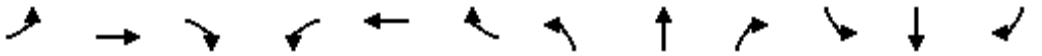
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	167	378	191	177	244
Future Vol, veh/h	264	167	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	201	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	303	0	1432	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	1129	-
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	-	0	1258	-	~ 148	737
Stage 1	-	0	-	-	749	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1258	-	~ 99	737
Mov Cap-2 Maneuver	-	-	-	-	~ 99	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	~ 206	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	287.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	99	737	-	1258	-
HCM Lane V/C Ratio	2.154	0.352	-	0.334	-
HCM Control Delay (s)	$ 621.5	12.5	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.6	1.6	-	1.5	-

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)	1239	45	16	28	164	33	0	372	14	62	306	1058
Future Volume (veh/h)	1239	45	16	28	164	33	0	372	14	62	306	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1402	0	0	44	173	40	0	404	16	79	373	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1425	748	0	42	164	176	0	361	14	77	806	1010
Arrive On Green	0.40	0.00	0.00	0.11	0.11	0.11	0.00	0.10	0.10	0.24	0.24	0.24
Sat Flow, veh/h	3563	1870	0	375	1476	1585	0	3578	138	324	3400	1585
Grp Volume(v), veh/h	1402	0	0	217	0	40	0	206	214	452	0	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	1854	1870	1585
Q Serve(g_s), s	52.6	0.0	0.0	15.0	0.0	3.1	0.0	14.0	14.0	32.0	0.0	32.0
Cycle Q Clear(g_c), s	52.6	0.0	0.0	15.0	0.0	3.1	0.0	14.0	14.0	32.0	0.0	32.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.17		1.00
Lane Grp Cap(c), veh/h	1425	748	0	206	0	176	0	184	191	440	443	1010
V/C Ratio(X)	0.98	0.00	0.00	1.05	0.00	0.23	0.00	1.12	1.12	1.03	0.00	1.14
Avail Cap(c_a), veh/h	1425	748	0	206	0	176	0	184	191	440	443	1010
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	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	0.0	60.0	0.0	54.7	0.0	60.5	60.5	51.5	0.0	14.7
Incr Delay (d2), s/veh	20.3	0.0	0.0	77.9	0.0	0.6	0.0	100.7	101.1	50.4	0.0	74.7
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	26.4	0.0	0.0	11.6	0.0	1.3	0.0	11.5	12.0	20.8	0.0	55.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	0.0	0.0	137.9	0.0	55.4	0.0	161.2	161.6	101.9	0.0	89.4
LnGrp LOS	E	A	A	F	A	E	A	F	F	F	A	F
Approach Vol, veh/h		1402			257			420			1602	
Approach Delay, s/veh		60.4			125.1			161.4			93.0	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		59.0		37.0		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		16.0		54.6		34.0		17.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			90.6									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	39	61	7	4	96	6	21	10	21	3	8	114
Future Vol, veh/h	39	61	7	4	96	6	21	10	21	3	8	114
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	68	20	16	116	12	32	20	28	4	20	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	88	0	0	400	334	78	352	338	122
Stage 1	-	-	-	-	-	-	174	174	-	154	154	-
Stage 2	-	-	-	-	-	-	226	160	-	198	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1508	-	-	560	586	983	603	583	929
Stage 1	-	-	-	-	-	-	828	755	-	848	770	-
Stage 2	-	-	-	-	-	-	777	766	-	804	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1508	-	-	456	559	983	550	556	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	456	559	-	550	556	-
Stage 1	-	-	-	-	-	-	799	729	-	818	762	-
Stage 2	-	-	-	-	-	-	648	758	-	733	721	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.8	12	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	595	1458	-	-	1508	-	-	837
HCM Lane V/C Ratio	0.134	0.033	-	-	0.011	-	-	0.177
HCM Control Delay (s)	12	7.6	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	4	318
Future Vol, veh/h	28	16	419	44	4	318
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	16	361

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	698	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	375	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	741	-	-	1047	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1047	-
HCM Lane V/C Ratio	-	-	0.146	0.015	-
HCM Control Delay (s)	-	-	14.6	8.5	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	733	1408	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	363	481	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	363	481	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	5.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.685	-
HCM Control Delay (s)	0	-	-	0	56.4	28.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	5.1	-

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	6	342	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	342	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	438	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	458	0	0	1034	1032	448	1033	1038	292
Stage 1	-	-	-	-	-	-	472	472	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	477	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1103	-	-	210	233	611	211	231	747
Stage 1	-	-	-	-	-	-	573	559	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	569	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1103	-	-	183	203	611	186	201	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	203	-	186	201	-
Stage 1	-	-	-	-	-	-	568	554	-	510	451	-
Stage 2	-	-	-	-	-	-	440	450	-	554	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	22.1	22.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1265	-	-	1103	-	-	227
HCM Lane V/C Ratio	0.11	0.009	-	-	0.119	-	-	0.088
HCM Control Delay (s)	22.1	7.9	-	-	8.7	-	-	22.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	27.3

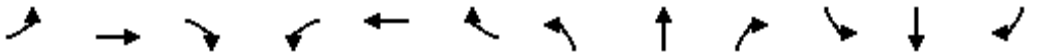
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	459	225	99	112
Future Vol, veh/h	203	163	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
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	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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)	1019	54	14	25	127	22	0	278	22	0	332	814
Future Volume (veh/h)	1019	54	14	25	127	22	0	278	22	0	332	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1143	0	0	48	165	32	0	316	32	0	391	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1639	860	0	59	202	223	0	814	82	0	467	2250
Arrive On Green	0.46	0.00	0.00	0.14	0.14	0.14	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	417	1433	1585	0	3354	328	0	1870	3170
Grp Volume(v), veh/h	1143	0	0	213	0	32	0	171	177	0	391	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	23.0	0.0	0.0	10.1	0.0	1.6	0.0	7.2	7.3	0.0	17.9	10.4
Cycle Q Clear(g_c), s	23.0	0.0	0.0	10.1	0.0	1.6	0.0	7.2	7.3	0.0	17.9	10.4
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1639	860	0	260	0	223	0	444	452	0	467	2250
V/C Ratio(X)	0.70	0.00	0.00	0.82	0.00	0.14	0.00	0.39	0.39	0.00	0.84	0.40
Avail Cap(c_a), veh/h	1639	860	0	369	0	316	0	444	452	0	508	2319
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	37.6	0.0	34.0	0.0	28.1	28.1	0.0	32.1	5.3
Incr Delay (d2), s/veh	2.5	0.0	0.0	9.4	0.0	0.3	0.0	0.5	0.6	0.0	11.0	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	9.3	0.0	0.0	5.2	0.0	0.6	0.0	3.1	3.2	0.0	9.2	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.9	0.0	0.0	47.1	0.0	34.3	0.0	28.7	28.7	0.0	43.1	5.4
LnGrp LOS	C	A	A	D	A	C	A	C	C	A	D	A
Approach Vol, veh/h		1143			245			348			1295	
Approach Delay, s/veh		21.9			45.4			28.7			16.8	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		46.0		27.0		17.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		41.5		24.5		18.0				
Max Q Clear Time (g_c+I1), s		9.3		25.0		19.9		12.1				
Green Ext Time (p_c), s		1.3		4.4		2.6		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	22.4	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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	11	30	2	7	113	4	12	10	5	4	7	67
Future Vol, veh/h	11	30	2	7	113	4	12	10	5	4	7	67
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	37	5	16	157	8	16	16	8	12	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	42	0	0	309	263	40	271	261	161
Stage 1	-	-	-	-	-	-	66	66	-	193	193	-
Stage 2	-	-	-	-	-	-	243	197	-	78	68	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1567	-	-	643	642	1031	682	644	884
Stage 1	-	-	-	-	-	-	945	840	-	809	741	-
Stage 2	-	-	-	-	-	-	761	738	-	931	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1567	-	-	562	629	1031	653	631	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	629	-	653	631	-
Stage 1	-	-	-	-	-	-	936	832	-	802	733	-
Stage 2	-	-	-	-	-	-	667	730	-	898	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.6	10.9	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	649	1413	-	-	1567	-	-	807
HCM Lane V/C Ratio	0.062	0.009	-	-	0.01	-	-	0.139
HCM Control Delay (s)	10.9	7.6	0	-	7.3	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	929	1555	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 269	422	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 269	422	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	101.5	0.1	12.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.951	-
HCM Control Delay (s)	13.8	-	-	16	101.5	75.2	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	9.8	-

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

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	18	419	22	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	419	22	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	474	0	0	1037	1025	458	1043	1035	257
Stage 1	-	-	-	-	-	-	530	530	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	554	546	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-	209	235	603	207	232	782
Stage 1	-	-	-	-	-	-	533	527	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	517	518	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1088	-	-	172	204	603	167	201	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	204	-	167	201	-
Stage 1	-	-	-	-	-	-	518	512	-	545	490	-
Stage 2	-	-	-	-	-	-	462	488	-	462	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.7	20	21
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	303	1301	-	-	1088	-	-	272
HCM Lane V/C Ratio	0.21	0.028	-	-	0.107	-	-	0.176
HCM Control Delay (s)	20	7.8	-	-	8.7	-	-	21
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.6

Intersection	
Int Delay, s/veh	96.6

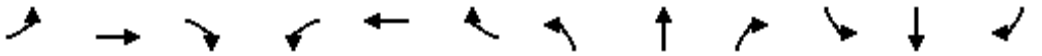
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	270	172	378	191	177	244
Future Vol, veh/h	270	172	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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)	1239	45	16	28	164	33	0	372	14	0	356	1058
Future Volume (veh/h)	1239	45	16	28	164	33	0	372	14	0	356	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1402	0	0	44	173	40	0	404	16	0	434	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1681	882	0	49	193	208	0	927	37	0	498	2339
Arrive On Green	0.47	0.00	0.00	0.13	0.13	0.13	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	3563	1870	0	375	1476	1585	0	3578	138	0	1870	3170
Grp Volume(v), veh/h	1402	0	0	217	0	40	0	206	214	0	434	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	39.2	0.0	0.0	13.2	0.0	2.6	0.0	11.0	11.0	0.0	25.4	17.1
Cycle Q Clear(g_c), s	39.2	0.0	0.0	13.2	0.0	2.6	0.0	11.0	11.0	0.0	25.4	17.1
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1681	882	0	243	0	208	0	473	491	0	498	2339
V/C Ratio(X)	0.83	0.00	0.00	0.89	0.00	0.19	0.00	0.43	0.44	0.00	0.87	0.49
Avail Cap(c_a), veh/h	1681	882	0	243	0	208	0	473	491	0	523	2382
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	49.0	0.0	44.3	0.0	34.9	34.9	0.0	40.1	6.2
Incr Delay (d2), s/veh	5.0	0.0	0.0	31.5	0.0	0.4	0.0	0.6	0.6	0.0	14.4	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	17.0	0.0	0.0	8.3	0.0	1.1	0.0	4.9	5.1	0.0	13.4	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	80.5	0.0	44.8	0.0	35.5	35.5	0.0	54.6	6.3
LnGrp LOS	C	A	A	F	A	D	A	D	D	A	D	A
Approach Vol, veh/h		1402			257			420			1584	
Approach Delay, s/veh		31.4			74.9			35.5			19.5	
Approach LOS		C			E			D			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		59.0		35.5		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		13.0		41.2		27.4		15.2				
Green Ext Time (p_c), s		0.3		5.1		3.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	26	4	4	96	6	21	10	21	3	8	115
Future Vol, veh/h	15	26	4	4	96	6	21	10	21	3	8	115
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	29	11	16	116	12	32	20	28	4	20	125

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	40	0	0	300	233	35	251	232	122
Stage 1	-	-	-	-	-	-	73	73	-	154	154	-
Stage 2	-	-	-	-	-	-	227	160	-	97	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1570	-	-	652	667	1038	702	668	929
Stage 1	-	-	-	-	-	-	937	834	-	848	770	-
Stage 2	-	-	-	-	-	-	776	766	-	910	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1570	-	-	541	651	1038	655	652	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	651	-	655	652	-
Stage 1	-	-	-	-	-	-	925	823	-	837	762	-
Stage 2	-	-	-	-	-	-	647	758	-	853	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.8	10.9	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	685	1458	-	-	1570	-	-	870
HCM Lane V/C Ratio	0.117	0.013	-	-	0.01	-	-	0.171
HCM Control Delay (s)	10.9	7.5	0	-	7.3	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	272	1208	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	272	1208	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	353	1373	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	687	-	-	733	1373	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	389	0	0	363	496	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	389	-	-	363	496	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	7.1
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	496	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.773	-
HCM Control Delay (s)	0	-	-	0	56.4	34.9	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	6.7	-

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	6	371	15	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	371	15	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	476	23	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	499	0	0	1074	1072	488	1073	1079	292
Stage 1	-	-	-	-	-	-	512	512	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	517	523	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1065	-	-	198	220	580	198	218	747
Stage 1	-	-	-	-	-	-	545	536	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	541	530	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1065	-	-	171	191	580	174	189	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	191	-	174	189	-
Stage 1	-	-	-	-	-	-	540	531	-	510	449	-
Stage 2	-	-	-	-	-	-	438	448	-	526	525	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	23.5	23.5
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	1265	-	-	1065	-	-	214
HCM Lane V/C Ratio	0.118	0.009	-	-	0.124	-	-	0.093
HCM Control Delay (s)	23.5	7.9	-	-	8.9	-	-	23.5
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	28.6

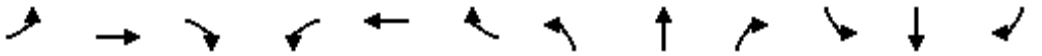
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	219	176	459	225	99	112
Future Vol, veh/h	219	176	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	238	191	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	238	0	1481	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	1243	-
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	-	0	1329	-	138	801
Stage 1	-	0	-	-	802	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1329	-	~ 86	801
Mov Cap-2 Maneuver	-	-	-	-	~ 86	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	170	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.3	130.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	86	801	-	1329	-
HCM Lane V/C Ratio	1.251	0.152	-	0.375	-
HCM Control Delay (s)	267	10.3	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.8	0.5	-	1.8	-

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)	1019	54	14	25	127	22	0	278	22	0	301	814
Future Volume (veh/h)	1019	54	14	25	127	22	0	278	22	0	301	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1143	0	0	48	165	32	0	316	32	0	354	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1667	875	0	59	202	224	0	779	78	0	447	2240
Arrive On Green	0.47	0.00	0.00	0.14	0.14	0.14	0.00	0.24	0.24	0.00	0.24	0.24
Sat Flow, veh/h	3563	1870	0	417	1433	1585	0	3354	328	0	1870	3170
Grp Volume(v), veh/h	1143	0	0	213	0	32	0	171	177	0	354	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	22.3	0.0	0.0	9.9	0.0	1.6	0.0	7.2	7.3	0.0	15.8	10.4
Cycle Q Clear(g_c), s	22.3	0.0	0.0	9.9	0.0	1.6	0.0	7.2	7.3	0.0	15.8	10.4
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1667	875	0	261	0	224	0	424	433	0	447	2240
V/C Ratio(X)	0.69	0.00	0.00	0.82	0.00	0.14	0.00	0.40	0.41	0.00	0.79	0.40
Avail Cap(c_a), veh/h	1667	875	0	375	0	322	0	424	433	0	517	2358
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	37.0	0.0	33.4	0.0	28.4	28.5	0.0	31.7	5.3
Incr Delay (d2), s/veh	2.3	0.0	0.0	8.9	0.0	0.3	0.0	0.6	0.6	0.0	7.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	0.0	0.0	5.1	0.0	0.6	0.0	3.1	3.2	0.0	7.7	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.8	0.0	0.0	45.8	0.0	33.7	0.0	29.1	29.1	0.0	38.9	5.5
LnGrp LOS	C	A	A	D	A	C	A	C	C	A	D	A
Approach Vol, veh/h		1143			245			348			1258	
Approach Delay, s/veh		20.8			44.2			29.1			14.9	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.7		46.0		25.7		17.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		41.5		24.5		18.0				
Max Q Clear Time (g_c+I1), s		9.3		24.3		17.8		11.9				
Green Ext Time (p_c), s		1.3		4.5		3.4		0.6				

Intersection Summary		
HCM 6th Ctrl Delay		21.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

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	11	30	2	7	113	4	12	10	5	4	7	69
Future Vol, veh/h	11	30	2	7	113	4	12	10	5	4	7	69
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	37	5	16	157	8	16	16	8	12	16	86

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	42	0	0	310	263	40	271	261	161
Stage 1	-	-	-	-	-	-	66	66	-	193	193	-
Stage 2	-	-	-	-	-	-	244	197	-	78	68	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1567	-	-	642	642	1031	682	644	884
Stage 1	-	-	-	-	-	-	945	840	-	809	741	-
Stage 2	-	-	-	-	-	-	760	738	-	931	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1567	-	-	560	629	1031	653	631	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	560	629	-	653	631	-
Stage 1	-	-	-	-	-	-	936	832	-	802	733	-
Stage 2	-	-	-	-	-	-	664	730	-	898	830	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.6	10.9	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	648	1413	-	-	1567	-	-	809
HCM Lane V/C Ratio	0.062	0.009	-	-	0.01	-	-	0.141
HCM Control Delay (s)	10.9	7.6	0	-	7.3	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.5

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	22	299
Future Vol, veh/h	31	4	307	19	22	299
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	29	322

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	584	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	219	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	443	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	430	821	-	-	1178	-
Mov Cap-2 Maneuver	430	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	459	1178	-
HCM Lane V/C Ratio	-	-	0.13	0.025	-
HCM Control Delay (s)	-	-	14	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	17.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	286	1377	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	286	1377	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	353	1513	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	757	-	-	929	1513	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	350	0	0	~ 269	438	-	-	~ 322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	350	-	-	~ 269	438	-	-	~ 322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.7	101.5	0.1	21.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	438	-	-	350	269	~ 322	-
HCM Lane V/C Ratio	0.028	-	-	0.035	1.02	1.097	-
HCM Control Delay (s)	13.5	-	-	15.7	101.5	115.3	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	13.6	-

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

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	18	456	23	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	456	23	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	480	35	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	515	0	0	1077	1065	498	1083	1076	257
Stage 1	-	-	-	-	-	-	570	570	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	594	587	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1051	-	-	197	223	572	195	219	782
Stage 1	-	-	-	-	-	-	506	505	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	491	497	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1051	-	-	161	193	572	156	189	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	161	193	-	156	189	-
Stage 1	-	-	-	-	-	-	492	491	-	545	489	-
Stage 2	-	-	-	-	-	-	460	486	-	437	483	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.7	21.2	22.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	285	1301	-	-	1051	-	-	257
HCM Lane V/C Ratio	0.223	0.028	-	-	0.11	-	-	0.186
HCM Control Delay (s)	21.2	7.8	-	-	8.8	-	-	22.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.7

Intersection	
Int Delay, s/veh	103.1

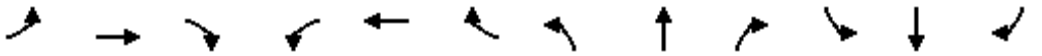
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	293	186	378	191	177	244
Future Vol, veh/h	293	186	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	337	224	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	337	0	1466	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	1129	-
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	-	0	1222	-	~ 141	705
Stage 1	-	0	-	-	723	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1222	-	~ 92	705
Mov Cap-2 Maneuver	-	-	-	-	~ 92	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	~ 203	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	$ 322.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	92	705	-	1222	-
HCM Lane V/C Ratio	2.318	0.368	-	0.344	-
HCM Control Delay (s)	$ 699.5	13.1	-	9.5	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	19.3	1.7	-	1.5	-

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)	1239	45	16	28	164	33	0	372	14	0	318	1058
Future Volume (veh/h)	1239	45	16	28	164	33	0	372	14	0	318	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1402	0	0	44	173	40	0	404	16	0	388	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1709	897	0	50	196	211	0	886	35	0	475	2326
Arrive On Green	0.48	0.00	0.00	0.13	0.13	0.13	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	375	1476	1585	0	3578	138	0	1870	3170
Grp Volume(v), veh/h	1402	0	0	217	0	40	0	206	214	0	388	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	38.0	0.0	0.0	13.0	0.0	2.5	0.0	11.0	11.0	0.0	22.0	17.1
Cycle Q Clear(g_c), s	38.0	0.0	0.0	13.0	0.0	2.5	0.0	11.0	11.0	0.0	22.0	17.1
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1709	897	0	246	0	211	0	452	469	0	475	2326
V/C Ratio(X)	0.82	0.00	0.00	0.88	0.00	0.19	0.00	0.46	0.46	0.00	0.82	0.49
Avail Cap(c_a), veh/h	1709	897	0	247	0	211	0	452	469	0	532	2422
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	47.9	0.0	43.4	0.0	35.4	35.4	0.0	39.5	6.3
Incr Delay (d2), s/veh	4.6	0.0	0.0	28.8	0.0	0.4	0.0	0.7	0.7	0.0	8.8	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	16.3	0.0	0.0	8.0	0.0	1.0	0.0	4.9	5.1	0.0	11.1	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	0.0	0.0	76.7	0.0	43.9	0.0	36.1	36.1	0.0	48.3	6.4
LnGrp LOS	C	A	A	E	A	D	A	D	D	A	D	A
Approach Vol, veh/h		1402			257			420			1538	
Approach Delay, s/veh		29.7			71.6			36.1			17.0	
Approach LOS		C			E			D			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.6		59.0		33.6		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		13.0		40.0		24.0		15.0				
Green Ext Time (p_c), s		0.3		5.4		4.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			28.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	26	4	4	96	6	21	10	21	3	8	116
Future Vol, veh/h	15	26	4	4	96	6	21	10	21	3	8	116
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	29	11	16	116	12	32	20	28	4	20	126

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	40	0	0	300	233	35	251	232	122
Stage 1	-	-	-	-	-	-	73	73	-	154	154	-
Stage 2	-	-	-	-	-	-	227	160	-	97	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1570	-	-	652	667	1038	702	668	929
Stage 1	-	-	-	-	-	-	937	834	-	848	770	-
Stage 2	-	-	-	-	-	-	776	766	-	910	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1570	-	-	541	651	1038	655	652	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	541	651	-	655	652	-
Stage 1	-	-	-	-	-	-	925	823	-	837	762	-
Stage 2	-	-	-	-	-	-	646	758	-	853	819	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0.8	10.9	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	685	1458	-	-	1570	-	-	870
HCM Lane V/C Ratio	0.117	0.013	-	-	0.01	-	-	0.173
HCM Control Delay (s)	10.9	7.5	0	-	7.3	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	16	306
Future Vol, veh/h	28	16	419	44	16	306
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	64	348

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	787	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	329	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	724	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	304	741	-	-	1047	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.6	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	373	1047	-
HCM Lane V/C Ratio	-	-	0.171	0.061	-
HCM Control Delay (s)	-	-	16.6	8.7	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	733	1408	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	363	481	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	363	481	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	5.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.685	-
HCM Control Delay (s)	0	-	-	0	56.4	28.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	5.1	-

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	6	342	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	342	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	438	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	458	0	0	1034	1032	448	1033	1038	292
Stage 1	-	-	-	-	-	-	472	472	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	477	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1103	-	-	210	233	611	211	231	747
Stage 1	-	-	-	-	-	-	573	559	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	569	553	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1103	-	-	183	203	611	186	201	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	183	203	-	186	201	-
Stage 1	-	-	-	-	-	-	568	554	-	510	451	-
Stage 2	-	-	-	-	-	-	440	450	-	554	548	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	22.1	22.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	1265	-	-	1103	-	-	227
HCM Lane V/C Ratio	0.11	0.009	-	-	0.119	-	-	0.088
HCM Control Delay (s)	22.1	7.9	-	-	8.7	-	-	22.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	37.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	203	163	519	165	99	112
Future Vol, veh/h	203	163	519	165	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	564	179	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1528	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1307	-
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	-	0	1348	-	129	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	253	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 75	819
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	147	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	170.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	75	819	-	1348	-
HCM Lane V/C Ratio	1.435	0.149	-	0.418	-
HCM Control Delay (s)	$ 352.2	10.2	-	9.6	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	8.7	0.5	-	2.1	-

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)	1019	54	14	0	0	22	0	278	22	0	332	814
Future Volume (veh/h)	1019	54	14	0	0	22	0	278	22	0	332	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1143	0	0	0	0	32	0	316	32	0	391	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1996	1048	0	0	0	48	0	866	87	0	497	2618
Arrive On Green	0.56	0.00	0.00	0.00	0.00	0.03	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	3563	1870	0	0	0	1585	0	3354	328	0	1870	3170
Grp Volume(v), veh/h	1143	0	0	0	0	32	0	171	177	0	391	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	19.5	0.0	0.0	0.0	0.0	1.9	0.0	7.3	7.4	0.0	18.2	6.5
Cycle Q Clear(g_c), s	19.5	0.0	0.0	0.0	0.0	1.9	0.0	7.3	7.4	0.0	18.2	6.5
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1996	1048	0	0	0	48	0	472	481	0	497	2618
V/C Ratio(X)	0.57	0.00	0.00	0.00	0.00	0.67	0.00	0.36	0.37	0.00	0.79	0.35
Avail Cap(c_a), veh/h	1996	1048	0	0	0	93	0	472	481	0	609	2807
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	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	45.0	0.0	28.0	28.0	0.0	32.0	2.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.0	0.0	15.0	0.0	0.5	0.5	0.0	5.6	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	7.4	0.0	0.0	0.0	0.0	0.9	0.0	3.2	3.3	0.0	8.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.6	0.0	0.0	0.0	0.0	60.0	0.0	28.4	28.5	0.0	37.5	2.1
LnGrp LOS	B	A	A	A	A	E	A	C	C	A	D	A
Approach Vol, veh/h		1143			32			348			1295	
Approach Delay, s/veh		14.6			60.0			28.5			12.8	
Approach LOS		B			E			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.4		57.0		29.4		7.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		13.5		52.5		30.5		5.5				
Max Q Clear Time (g_c+I1), s		9.4		21.5		20.2		3.9				
Green Ext Time (p_c), s		0.8		5.1		4.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			16.0									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

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	11	30	2	7	13	4	12	10	5	4	7	7
Future Vol, veh/h	11	30	2	7	13	4	12	10	5	4	7	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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	37	5	16	18	8	16	16	8	12	16	9

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	26	0	0	42	0	0	133	124	40	132	122	22
Stage 1	-	-	-	-	-	-	66	66	-	54	54	-
Stage 2	-	-	-	-	-	-	67	58	-	78	68	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1588	-	-	1567	-	-	839	766	1031	840	768	1055
Stage 1	-	-	-	-	-	-	945	840	-	958	850	-
Stage 2	-	-	-	-	-	-	943	847	-	931	838	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1588	-	-	1567	-	-	807	752	1031	809	754	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	807	752	-	809	754	-
Stage 1	-	-	-	-	-	-	937	833	-	950	842	-
Stage 2	-	-	-	-	-	-	908	839	-	899	831	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	2.8	9.6	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	819	1588	-	-	1567	-	-	829
HCM Lane V/C Ratio	0.049	0.008	-	-	0.01	-	-	0.044
HCM Control Delay (s)	9.6	7.3	0	-	7.3	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	929	1555	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 269	422	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 269	422	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	101.5	0.1	12.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.951	-
HCM Control Delay (s)	13.8	-	-	16	101.5	75.2	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	9.8	-

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	419	22	19	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	419	22	19	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	23	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	474	0	0	851	839	458	857	849	257
Stage 1	-	-	-	-	-	-	530	530	-	303	303	-
Stage 2	-	-	-	-	-	-	321	309	-	554	546	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-	280	302	603	277	298	782
Stage 1	-	-	-	-	-	-	533	527	-	706	664	-
Stage 2	-	-	-	-	-	-	691	660	-	517	518	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1088	-	-	252	288	603	243	284	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	252	288	-	243	284	-
Stage 1	-	-	-	-	-	-	518	512	-	686	650	-
Stage 2	-	-	-	-	-	-	643	646	-	462	503	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7	16.1	16.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	388	1301	-	-	1088	-	-	366
HCM Lane V/C Ratio	0.164	0.028	-	-	0.022	-	-	0.131
HCM Control Delay (s)	16.1	7.8	-	-	8.4	-	-	16.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	0.4

Intersection	
Int Delay, s/veh	129.6

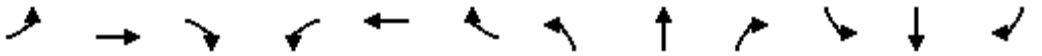
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	270	172	453	116	177	244
Future Vol, veh/h	270	172	453	116	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	503	176	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1492	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1182	-
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	-	0	1250	-	~ 136	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	291	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 81	730
Mov Cap-2 Maneuver	-	-	-	-	~ 81	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 174	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	$ 390.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	81	730	-	1250	-
HCM Lane V/C Ratio	2.633	0.356	-	0.403	-
HCM Control Delay (s)	$ 850	12.6	-	9.8	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	20.4	1.6	-	2	-

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)	1239	45	16	0	0	33	0	372	14	0	356	1058
Future Volume (veh/h)	1239	45	16	0	0	33	0	372	14	0	356	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1402	0	0	0	0	40	0	404	16	0	434	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1933	1015	0	0	0	52	0	1008	40	0	541	2637
Arrive On Green	0.54	0.00	0.00	0.00	0.00	0.03	0.00	0.29	0.29	0.00	0.29	0.29
Sat Flow, veh/h	3563	1870	0	0	0	1585	0	3578	138	0	1870	3170
Grp Volume(v), veh/h	1402	0	0	0	0	40	0	206	214	0	434	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	31.7	0.0	0.0	0.0	0.0	2.7	0.0	9.9	10.0	0.0	23.0	10.2
Cycle Q Clear(g_c), s	31.7	0.0	0.0	0.0	0.0	2.7	0.0	9.9	10.0	0.0	23.0	10.2
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1933	1015	0	0	0	52	0	514	534	0	541	2637
V/C Ratio(X)	0.73	0.00	0.00	0.00	0.00	0.78	0.00	0.40	0.40	0.00	0.80	0.44
Avail Cap(c_a), veh/h	1933	1015	0	0	0	82	0	514	534	0	630	2787
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	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	0.0	0.0	0.0	51.3	0.0	30.5	30.5	0.0	35.2	2.4
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.0	0.0	21.6	0.0	0.5	0.5	0.0	6.4	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	12.8	0.0	0.0	0.0	0.0	1.4	0.0	4.4	4.5	0.0	11.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.9	0.0	0.0	0.0	0.0	72.9	0.0	31.0	31.0	0.0	41.6	2.5
LnGrp LOS	C	A	A	A	A	E	A	C	C	A	D	A
Approach Vol, veh/h		1402			40			420			1584	
Approach Delay, s/veh		20.9			72.9			31.0			13.2	
Approach LOS		C			E			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.9		63.0		35.9		8.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		4.5				
Max Green Setting (Gmax), s		16.0		58.0		36.0		5.5				
Max Q Clear Time (g_c+I1), s		12.0		33.7		25.0		4.7				
Green Ext Time (p_c), s		0.9		6.6		6.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.2									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	26	4	4	6	6	21	10	21	3	8	15
Future Vol, veh/h	15	26	4	4	6	6	21	10	21	3	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	19	29	11	16	7	12	32	20	28	4	20	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	19	0	0	40	0	0	136	124	35	142	123	13
Stage 1	-	-	-	-	-	-	73	73	-	45	45	-
Stage 2	-	-	-	-	-	-	63	51	-	97	78	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1597	-	-	1570	-	-	835	766	1038	828	767	1067
Stage 1	-	-	-	-	-	-	937	834	-	969	857	-
Stage 2	-	-	-	-	-	-	948	852	-	910	830	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1597	-	-	1570	-	-	792	749	1038	776	750	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	749	-	776	750	-
Stage 1	-	-	-	-	-	-	926	824	-	957	848	-
Stage 2	-	-	-	-	-	-	902	843	-	854	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	3.3	9.7	9.4
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	850	1597	-	-	1570	-	-	856
HCM Lane V/C Ratio	0.094	0.012	-	-	0.01	-	-	0.047
HCM Control Delay (s)	9.7	7.3	0	-	7.3	0	-	9.4
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	196	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	196	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	258	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	768	1408	0	0	1536	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	344	481	-	-	429	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	344	481	-	-	429	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	67.8	0	6
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	344	429	-
HCM Lane V/C Ratio	-	-	-	-	0.93	0.73	-
HCM Control Delay (s)	0	-	-	0	67.8	32.9	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	9.6	5.8	-

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	6	376	33	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	376	33	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	482	51	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	533	0	0	1094	1092	508	1093	1113	292
Stage 1	-	-	-	-	-	-	532	532	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	537	557	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1035	-	-	191	215	565	192	208	747
Stage 1	-	-	-	-	-	-	531	526	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	528	512	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1035	-	-	165	186	565	168	180	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	165	186	-	168	180	-
Stage 1	-	-	-	-	-	-	526	521	-	510	447	-
Stage 2	-	-	-	-	-	-	436	446	-	513	507	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.8	24.1	24.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	214	1265	-	-	1035	-	-	205
HCM Lane V/C Ratio	0.122	0.009	-	-	0.127	-	-	0.097
HCM Control Delay (s)	24.1	7.9	-	-	9	-	-	24.4
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	27.3

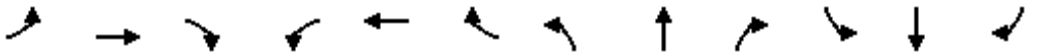
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	203	197	459	225	99	112
Future Vol, veh/h	203	197	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	214	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
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	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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 (vph)	1073	0	14	25	127	22	0	278	0	0	332	814
Future Volume (vph)	1073	0	14	25	127	22	0	278	0	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			0.95			0.95			0.91	0.91
Frt	1.00	0.99			0.98			1.00			0.92	0.85
Flt Protected	0.95	0.95			0.99			1.00			1.00	1.00
Satd. Flow (prot)	1681	1679			3436			3539			3118	1441
Flt Permitted	0.95	0.95			0.72			1.00			1.00	1.00
Satd. Flow (perm)	1681	1679			2498			3539			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1118	0	20	48	165	32	0	316	0	0	391	904
RTOR Reduction (vph)	0	34	0	0	11	0	0	0	0	0	209	98
Lane Group Flow (vph)	570	534	0	0	234	0	0	316	0	0	634	354
Turn Type	Prot	NA		Perm	NA			NA			NA	pt+ov
Protected Phases	4!				8!			2			6	6 4!
Permitted Phases				8								
Actuated Green, G (s)	46.7	46.7			46.7			12.5			26.3	77.5
Effective Green, g (s)	46.7	46.7			46.7			12.5			26.3	77.5
Actuated g/C Ratio	0.47	0.47			0.47			0.13			0.27	0.78
Clearance Time (s)	4.5				4.5			4.5			4.5	
Vehicle Extension (s)	3.0				3.0			3.0			3.0	
Lane Grp Cap (vph)	792	792			1178			446			828	1128
v/s Ratio Prot	c0.34	0.32						c0.09			c0.20	0.25
v/s Ratio Perm					0.09							
v/c Ratio	0.72	0.67			0.20			0.71			0.77	0.31
Uniform Delay, d1	20.9	20.3			15.2			41.5			33.5	3.1
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	5.6	4.6			0.1			5.1			4.3	0.2
Delay (s)	26.5	24.8			15.3			46.6			37.8	3.3
Level of Service	C	C			B			D			D	A
Approach Delay (s)		25.7			15.3			46.6			25.7	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	99.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

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	0	0	0	7	113	4	12	10	0	0	7	77
Future Vol, veh/h	0	0	0	7	113	4	12	10	0	0	7	77
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	157	8	16	16	0	0	16	96

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	119	197	-	-	193	83
Stage 1	-	-	-	0	0	-	-	193	-
Stage 2	-	-	-	119	197	-	-	0	-
Critical Hdwy	4.14	-	-	7.54	6.54	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	2.22	-	-	3.52	4.02	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	844	697	0	0	701	960
Stage 1	-	-	-	-	-	0	0	740	-
Stage 2	-	-	-	873	737	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	746	697	-	-	701	960
Mov Cap-2 Maneuver	-	-	-	746	697	-	-	701	-
Stage 1	-	-	-	-	-	-	-	740	-
Stage 2	-	-	-	769	737	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		10.2	9.5
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	-	-	-	912
HCM Lane V/C Ratio	0.045	-	-	-	0.123
HCM Control Delay (s)	10.2	-	-	-	9.5
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	41	43	279
Future Vol, veh/h	31	4	307	41	43	279
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	52	57	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	203	0	0	405	0
Stage 1	379	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	406	804	-	-	1150	-
Stage 1	662	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	382	804	-	-	1150	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	1150	-
HCM Lane V/C Ratio	-	-	0.145	0.05	-
HCM Control Delay (s)	-	-	15.2	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	14.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	244	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	244	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	309	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	958	1555	0	0	1915	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 258	422	-	-	~ 305	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 258	422	-	-	~ 305	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	116.3	0.1	14.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	258	~ 305	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.064	1.004	-
HCM Control Delay (s)	13.8	-	-	16	116.3	90.7	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	11.2	10.8	-

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

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	18	434	42	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	434	42	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	457	64	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	521	0	0	1068	1056	489	1074	1082	257
Stage 1	-	-	-	-	-	-	561	561	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	585	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1045	-	-	199	225	579	198	217	782
Stage 1	-	-	-	-	-	-	512	510	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	497	493	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1045	-	-	163	194	579	159	187	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	194	-	159	187	-
Stage 1	-	-	-	-	-	-	498	496	-	545	488	-
Stage 2	-	-	-	-	-	-	459	485	-	442	479	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	2.7	21	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	288	1301	-	-	1045	-	-	258
HCM Lane V/C Ratio	0.221	0.028	-	-	0.111	-	-	0.185
HCM Control Delay (s)	21	7.8	-	-	8.9	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.7

Intersection	
Int Delay, s/veh	96.6

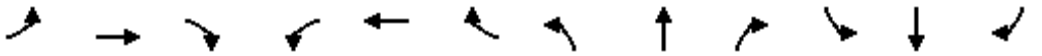
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	270	197	378	191	177	244
Future Vol, veh/h	270	197	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	237	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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)	1284	0	16	28	164	33	0	372	0	0	306	1058
Future Volume (veh/h)	1284	0	16	28	164	33	0	372	0	0	306	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1415	0	0	44	173	40	0	404	0	0	373	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	1709	897	0	50	197	212	0	892	0	0	470	2317
Arrive On Green	0.48	0.00	0.00	0.13	0.13	0.13	0.00	0.25	0.00	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	375	1476	1585	0	3741	0	0	1870	3170
Grp Volume(v), veh/h	1415	0	0	217	0	40	0	404	0	0	373	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	0	0	1870	1585
Q Serve(g_s), s	37.9	0.0	0.0	12.7	0.0	2.5	0.0	10.6	0.0	0.0	20.6	16.9
Cycle Q Clear(g_c), s	37.9	0.0	0.0	12.7	0.0	2.5	0.0	10.6	0.0	0.0	20.6	16.9
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1709	897	0	247	0	212	0	892	0	0	470	2317
V/C Ratio(X)	0.83	0.00	0.00	0.88	0.00	0.19	0.00	0.45	0.00	0.00	0.79	0.50
Avail Cap(c_a), veh/h	1709	897	0	251	0	215	0	892	0	0	542	2439
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	47.0	0.0	42.6	0.0	35.0	0.0	0.0	38.7	6.3
Incr Delay (d2), s/veh	4.8	0.0	0.0	27.5	0.0	0.4	0.0	0.4	0.0	0.0	7.0	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	16.2	0.0	0.0	7.8	0.0	1.0	0.0	4.7	0.0	0.0	10.2	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	0.0	0.0	74.5	0.0	43.0	0.0	35.3	0.0	0.0	45.7	6.4
LnGrp LOS	C	A	A	E	A	D	A	D	A	A	D	A
Approach Vol, veh/h		1415			257			404			1523	
Approach Delay, s/veh		29.6			69.6			35.3			16.1	
Approach LOS		C			E			D			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		58.0		32.7		19.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		15.0		53.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		12.6		39.9		22.6		14.7				
Green Ext Time (p_c), s		0.6		5.3		5.1		0.0				

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

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	4	96	6	21	10	0	0	8	125
Future Vol, veh/h	0	0	0	4	96	6	21	10	0	0	8	125
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	116	12	32	20	0	0	20	136

Major/Minor	Major2			Minor1			Minor2		
Conflicting Flow All	0	0	0	100	160	-	-	154	64
Stage 1	-	-	-	0	0	-	-	154	-
Stage 2	-	-	-	100	160	-	-	0	-
Critical Hdwy	4.14	-	-	7.54	6.54	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-
Follow-up Hdwy	2.22	-	-	3.52	4.02	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	-	871	731	0	0	737	987
Stage 1	-	-	-	-	-	0	0	769	-
Stage 2	-	-	-	895	764	0	0	-	-
Platoon blocked, %		-	-						
Mov Cap-1 Maneuver	-	-	-	735	731	-	-	737	987
Mov Cap-2 Maneuver	-	-	-	735	731	-	-	737	-
Stage 1	-	-	-	-	-	-	-	769	-
Stage 2	-	-	-	752	764	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		10.3	9.6
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	733	-	-	-	946
HCM Lane V/C Ratio	0.071	-	-	-	0.165
HCM Control Delay (s)	10.3	-	-	-	9.6
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	58	44	278
Future Vol, veh/h	28	16	419	58	44	278
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	79	176	316

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1005	267	0	0	534	0
Stage 1	495	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	731	-	-	1030	-
Stage 1	578	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	731	-	-	1030	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	1030	-
HCM Lane V/C Ratio	-	-	0.259	0.171	-
HCM Control Delay (s)	-	-	24.7	9.2	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.6	-

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	0	0	0	0	0	272	0	1086	142	231	1249	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	231	1249	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	300	1419	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	710	-	-	733	1419	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	376	0	0	363	476	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	376	-	-	363	476	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	4.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	476	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.656	-
HCM Control Delay (s)	0	-	-	0	56.4	26.7	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	4.6	-

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	6	332	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	332	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	426	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	446	0	0	1022	1020	436	1021	1026	292
Stage 1	-	-	-	-	-	-	460	460	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	465	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1114	-	-	214	237	620	215	235	747
Stage 1	-	-	-	-	-	-	581	566	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	578	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1114	-	-	187	207	620	190	205	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	207	-	190	205	-
Stage 1	-	-	-	-	-	-	576	561	-	510	452	-
Stage 2	-	-	-	-	-	-	441	451	-	563	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	21.7	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1265	-	-	1114	-	-	231
HCM Lane V/C Ratio	0.108	0.009	-	-	0.118	-	-	0.086
HCM Control Delay (s)	21.7	7.9	-	-	8.7	-	-	22
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

Intersection	
Int Delay, s/veh	26.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	159	459	225	99	112
Future Vol, veh/h	197	159	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	214	173	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	214	0	1457	214
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	1243	-
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	-	0	1356	-	143	826
Stage 1	-	0	-	-	822	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1356	-	~ 90	826
Mov Cap-2 Maneuver	-	-	-	-	~ 90	-
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	172	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	119
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	90	826	-	1356	-
HCM Lane V/C Ratio	1.196	0.147	-	0.368	-
HCM Control Delay (s)	242.2	10.1	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.5	0.5	-	1.7	-

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

Movement	EBT	EBR2	WBL2	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	SBR2
Lane Configurations												
Traffic Volume (vph)	0	0	25	127	0	22	278	22	51	291	814	2
Future Volume (vph)	0	0	25	127	0	22	278	22	51	291	814	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0	5.0		5.0			5.0	5.0	
Lane Util. Factor				1.00	1.00		0.95			0.91	0.91	
Frt				1.00	0.85		0.99			0.92	0.85	
Flt Protected				0.95	1.00		1.00			1.00	1.00	
Satd. Flow (prot)				1770	1583		3490			3112	1441	
Flt Permitted				0.76	1.00		1.00			1.00	1.00	
Satd. Flow (perm)				1410	1583		3490			3112	1441	
Peak-hour factor, PHF	0.92	0.92	0.52	0.77	0.92	0.69	0.88	0.69	0.71	0.85	0.90	0.92
Adj. Flow (vph)	0	0	48	165	0	32	316	32	72	342	904	2
RTOR Reduction (vph)	0	0	0	0	29	0	7	0	0	0	19	0
Lane Group Flow (vph)	0	0	0	213	3	0	341	0	0	866	435	0
Turn Type		Perm	Perm	Perm	NA		NA		Split	NA	pt+ov	
Protected Phases	8				8		2		6	6	6 4	
Permitted Phases		8	8	8								
Actuated Green, G (s)				13.0	13.0		8.0			25.0	84.0	
Effective Green, g (s)				13.0	13.0		8.0			25.0	84.0	
Actuated g/C Ratio				0.11	0.11		0.07			0.21	0.70	
Clearance Time (s)				5.0	5.0		5.0			5.0		
Vehicle Extension (s)				3.0	3.0		3.0			3.0		
Lane Grp Cap (vph)				152	171		232			648	1008	
v/s Ratio Prot					0.00		c0.10			c0.28	0.30	
v/s Ratio Perm				c0.15								
v/c Ratio				1.40	0.02		1.47			1.44dr	0.43	
Uniform Delay, d1				53.5	47.8		56.0			47.5	7.7	
Progression Factor				1.00	1.00		1.00			1.00	1.00	
Incremental Delay, d2				215.3	0.0		234.3			161.7	0.3	
Delay (s)				268.8	47.9		290.3			209.2	8.0	
Level of Service				F	D		F			F	A	
Approach Delay (s)	0.0				239.9		290.3			140.0		
Approach LOS	A				F		F			F		

Intersection Summary			
HCM 2000 Control Delay	180.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	109.6%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group



Movement	NEL	NER	NER2
Lane Configurations			
Traffic Volume (vph)	1019	54	14
Future Volume (vph)	1019	54	14
Ideal Flow (vphpl)	1900	1900	1900
Total Lost time (s)	5.0	5.0	
Lane Util. Factor	1.00	0.95	
Frt	1.00	0.85	
Flt Protected	0.95	1.00	
Satd. Flow (prot)	1773	1504	
Flt Permitted	0.95	1.00	
Satd. Flow (perm)	1773	1504	
Peak-hour factor, PHF	0.96	0.61	0.70
Adj. Flow (vph)	1061	89	20
RTOR Reduction (vph)	0	55	0
Lane Group Flow (vph)	1070	45	0
Turn Type	Prot	Prot	
Protected Phases	4	4	
Permitted Phases			
Actuated Green, G (s)	54.0	54.0	
Effective Green, g (s)	54.0	54.0	
Actuated g/C Ratio	0.45	0.45	
Clearance Time (s)	5.0	5.0	
Vehicle Extension (s)	3.0	3.0	
Lane Grp Cap (vph)	797	676	
v/s Ratio Prot	c0.60	0.03	
v/s Ratio Perm			
v/c Ratio	1.34	0.07	
Uniform Delay, d1	33.0	18.7	
Progression Factor	1.00	1.00	
Incremental Delay, d2	162.5	0.2	
Delay (s)	195.5	18.9	
Level of Service	F	B	
Approach Delay (s)	180.4		
Approach LOS	F		

Intersection Summary

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	24	65	5	7	113	4	12	10	5	4	7	67
Future Vol, veh/h	24	65	5	7	113	4	12	10	5	4	7	67
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	80	12	16	157	8	16	16	8	12	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	165	0	0	92	0	0	385	339	86	347	341	161
Stage 1	-	-	-	-	-	-	142	142	-	193	193	-
Stage 2	-	-	-	-	-	-	243	197	-	154	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1413	-	-	1503	-	-	573	582	973	607	581	884
Stage 1	-	-	-	-	-	-	861	779	-	809	741	-
Stage 2	-	-	-	-	-	-	761	738	-	848	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1413	-	-	1503	-	-	495	563	973	574	562	884
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	563	-	574	562	-
Stage 1	-	-	-	-	-	-	843	763	-	792	732	-
Stage 2	-	-	-	-	-	-	666	729	-	806	759	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	11.7	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1413	-	-	1503	-	-	775
HCM Lane V/C Ratio	0.069	0.02	-	-	0.011	-	-	0.144
HCM Control Delay (s)	11.7	7.6	0	-	7.4	0	-	10.4
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	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	12	309
Future Vol, veh/h	31	4	307	19	12	309
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	16	332

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	563	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	456	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	816	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	448	821	-	-	1178	-
Mov Cap-2 Maneuver	448	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	802	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1178	-
HCM Lane V/C Ratio	-	-	0.125	0.014	-
HCM Control Delay (s)	-	-	13.6	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	236	1427	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	236	1427	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	291	1568	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	784	-	-	929	1568	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	336	0	0	~ 269	417	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	336	-	-	~ 269	417	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	101.5	0.1	10.3
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	417	-	-	336	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.905	-
HCM Control Delay (s)	13.9	-	-	16.1	101.5	65.6	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	8.7	-

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

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	18	408	21	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	408	21	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	429	32	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	461	0	0	1024	1012	445	1030	1022	257
Stage 1	-	-	-	-	-	-	517	517	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	541	533	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1100	-	-	214	239	613	212	236	782
Stage 1	-	-	-	-	-	-	541	534	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	525	525	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1100	-	-	177	208	613	172	205	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	208	-	172	205	-
Stage 1	-	-	-	-	-	-	526	519	-	545	491	-
Stage 2	-	-	-	-	-	-	462	489	-	470	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.7	19.6	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	1301	-	-	1100	-	-	277
HCM Lane V/C Ratio	0.206	0.028	-	-	0.105	-	-	0.173
HCM Control Delay (s)	19.6	7.8	-	-	8.7	-	-	20.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.6

Intersection	
Int Delay, s/veh	94

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	167	378	191	177	244
Future Vol, veh/h	264	167	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	201	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	303	0	1432	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	1129	-
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	-	0	1258	-	~ 148	737
Stage 1	-	0	-	-	749	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1258	-	~ 99	737
Mov Cap-2 Maneuver	-	-	-	-	~ 99	-
Stage 1	-	-	-	-	749	-
Stage 2	-	-	-	-	~ 206	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	287.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	99	737	-	1258	-
HCM Lane V/C Ratio	2.154	0.352	-	0.334	-
HCM Control Delay (s)	$ 621.5	12.5	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.6	1.6	-	1.5	-

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

Movement	EBT	EBR2	WBL2	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	NEL
Lane Configurations												
Traffic Volume (vph)	0	2	28	164	0	33	372	14	62	306	1058	1239
Future Volume (vph)	0	2	28	164	0	33	372	14	62	306	1058	1239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		5.0			5.0	5.0	5.0
Lane Util. Factor	0.95	0.95		1.00	1.00		0.95			0.91	0.91	1.00
Frt	0.85	0.85		1.00	0.85		0.99			0.92	0.85	1.00
Flt Protected	1.00	1.00		0.95	1.00		1.00			1.00	1.00	0.95
Satd. Flow (prot)	1504	1504		1770	1583		3519			3094	1441	1773
Flt Permitted	1.00	1.00		0.76	1.00		1.00			1.00	1.00	0.95
Satd. Flow (perm)	1504	1504		1410	1583		3519			3094	1441	1773
Peak-hour factor, PHF	0.92	0.92	0.64	0.95	0.92	0.82	0.92	0.88	0.78	0.82	0.92	0.92
Adj. Flow (vph)	0	2	44	173	0	40	404	16	79	373	1150	1347
RTOR Reduction (vph)	1	1	0	0	36	0	2	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	217	4	0	418	0	0	1027	575	1352
Turn Type	NA	Perm	Perm	Perm	NA		NA		Split	NA	pt+ov	Prot
Protected Phases	8				8		2		6	6	6 4	4
Permitted Phases		8	8	8								
Actuated Green, G (s)	12.0	12.0		12.0	12.0		10.0			27.0	98.0	66.0
Effective Green, g (s)	12.0	12.0		12.0	12.0		10.0			27.0	98.0	66.0
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.07			0.20	0.73	0.49
Clearance Time (s)	5.0	5.0		5.0	5.0		5.0			5.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0		3.0
Lane Grp Cap (vph)	133	133		125	140		260			618	1046	866
v/s Ratio Prot	0.00				0.00		c0.12			c0.33	0.40	c0.76
v/s Ratio Perm		0.00		c0.15								
v/c Ratio	0.00	0.00		1.74	0.03		1.61			1.92dr	0.55	1.56
Uniform Delay, d1	56.0	56.0		61.5	56.2		62.5			54.0	8.4	34.5
Progression Factor	1.00	1.00		1.00	1.00		1.00			1.00	1.00	1.00
Incremental Delay, d2	0.0	0.0		362.3	0.1		290.9			305.0	0.6	258.2
Delay (s)	56.0	56.0		423.8	56.2		353.4			359.0	9.0	292.7
Level of Service	E	E		F	E		F			F	A	F
Approach Delay (s)	56.0				366.6		353.4			233.4		279.9
Approach LOS	E				F		F			F		F

Intersection Summary			
HCM 2000 Control Delay	274.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	136.2%	ICU Level of Service	H
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group



Movement	NER	NER2
Lane Configurations		
Traffic Volume (vph)	45	16
Future Volume (vph)	45	16
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	5.0	
Lane Util. Factor	0.95	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1504	
Flt Permitted	1.00	
Satd. Flow (perm)	1504	
Peak-hour factor, PHF	0.89	0.80
Adj. Flow (vph)	51	20
RTOR Reduction (vph)	34	0
Lane Group Flow (vph)	32	0
Turn Type	Prot	
Protected Phases	4	
Permitted Phases		
Actuated Green, G (s)	66.0	
Effective Green, g (s)	66.0	
Actuated g/C Ratio	0.49	
Clearance Time (s)	5.0	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	735	
v/s Ratio Prot	0.02	
v/s Ratio Perm		
v/c Ratio	0.04	
Uniform Delay, d1	18.0	
Progression Factor	1.00	
Incremental Delay, d2	0.1	
Delay (s)	18.1	
Level of Service	B	
Approach Delay (s)		
Approach LOS		

Intersection Summary

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	61	7	4	96	6	21	10	21	3	8	114
Future Vol, veh/h	39	61	7	4	96	6	21	10	21	3	8	114
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	68	20	16	116	12	32	20	28	4	20	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	128	0	0	88	0	0	400	334	78	352	338	122
Stage 1	-	-	-	-	-	-	174	174	-	154	154	-
Stage 2	-	-	-	-	-	-	226	160	-	198	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1458	-	-	1508	-	-	560	586	983	603	583	929
Stage 1	-	-	-	-	-	-	828	755	-	848	770	-
Stage 2	-	-	-	-	-	-	777	766	-	804	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1508	-	-	456	559	983	550	556	929
Mov Cap-2 Maneuver	-	-	-	-	-	-	456	559	-	550	556	-
Stage 1	-	-	-	-	-	-	799	729	-	818	762	-
Stage 2	-	-	-	-	-	-	648	758	-	733	721	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.8	12	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	595	1458	-	-	1508	-	-	837
HCM Lane V/C Ratio	0.134	0.033	-	-	0.011	-	-	0.177
HCM Control Delay (s)	12	7.6	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	4	318
Future Vol, veh/h	28	16	419	44	4	318
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	16	361

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	698	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	375	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	368	741	-	-	1047	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	787	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	437	1047	-
HCM Lane V/C Ratio	-	-	0.146	0.015	-
HCM Control Delay (s)	-	-	14.6	8.5	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1096	143	231	1249	0
Future Vol, veh/h	0	0	0	0	0	272	0	1096	143	231	1249	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1289	188	300	1419	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	710	-	-	739	1419	0	0	1477	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	376	0	0	360	476	-	-	452	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	376	-	-	360	476	-	-	452	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	58	0	4.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	476	-	-	-	360	452	-
HCM Lane V/C Ratio	-	-	-	-	0.889	0.664	-
HCM Control Delay (s)	0	-	-	0	58	27.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.7	4.7	-

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	6	332	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	332	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	426	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	446	0	0	1022	1020	436	1021	1026	292
Stage 1	-	-	-	-	-	-	460	460	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	465	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1114	-	-	214	237	620	215	235	747
Stage 1	-	-	-	-	-	-	581	566	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	578	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1114	-	-	187	207	620	190	205	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	207	-	190	205	-
Stage 1	-	-	-	-	-	-	576	561	-	510	452	-
Stage 2	-	-	-	-	-	-	441	451	-	563	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	21.7	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1265	-	-	1114	-	-	231
HCM Lane V/C Ratio	0.108	0.009	-	-	0.118	-	-	0.086
HCM Control Delay (s)	21.7	7.9	-	-	8.7	-	-	22
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3

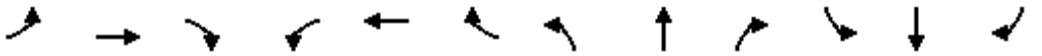
Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	197	159	459	225	0	112
Future Vol, veh/h	197	159	459	225	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	160	450	-	-	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	214	173	499	245	0	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	214	0	-	214
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1356	-	0	826
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1356	-	-	826
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	826	-	1356	-
HCM Lane V/C Ratio	0.147	-	0.368	-
HCM Control Delay (s)	10.1	-	9.2	-
HCM Lane LOS	B	-	A	-
HCM 95th %tile Q(veh)	0.5	-	1.7	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1019	54	14	25	127	22	0	278	22	51	291	814
Future Volume (veh/h)	1019	54	14	25	127	22	0	278	22	51	291	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1143	0	0	48	165	32	0	316	32	72	342	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1391	730	0	50	170	188	0	382	38	66	693	942
Arrive On Green	0.39	0.00	0.00	0.12	0.12	0.12	0.00	0.12	0.12	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	417	1433	1585	0	3354	328	322	3402	1585
Grp Volume(v), veh/h	1143	0	0	213	0	32	0	171	177	414	0	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	1854	1870	1585
Q Serve(g_s), s	33.9	0.0	0.0	13.5	0.0	2.1	0.0	11.1	11.3	24.0	0.0	24.0
Cycle Q Clear(g_c), s	33.9	0.0	0.0	13.5	0.0	2.1	0.0	11.1	11.3	24.0	0.0	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.17		1.00
Lane Grp Cap(c), veh/h	1391	730	0	220	0	188	0	208	212	378	381	942
V/C Ratio(X)	0.82	0.00	0.00	0.97	0.00	0.17	0.00	0.82	0.83	1.10	0.00	0.96
Avail Cap(c_a), veh/h	1391	730	0	220	0	188	0	241	246	378	381	942
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	51.7	0.0	46.7	0.0	50.8	50.9	46.9	0.0	14.6
Incr Delay (d2), s/veh	5.6	0.0	0.0	51.7	0.0	0.4	0.0	17.8	18.9	74.6	0.0	20.2
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	15.2	0.0	0.0	9.5	0.0	0.9	0.0	6.0	6.3	18.7	0.0	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	0.0	103.4	0.0	47.1	0.0	68.7	69.8	121.5	0.0	34.8
LnGrp LOS	D	A	A	F	A	D	A	E	E	F	A	C
Approach Vol, veh/h		1143			245			348			1318	
Approach Delay, s/veh		37.8			96.1			69.2			62.0	
Approach LOS		D			F			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		13.3		35.9		26.0		15.5				
Green Ext Time (p_c), s		0.5		3.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			56.5									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	24	65	5	13	203	7	12	10	5	4	7	67
Future Vol, veh/h	24	65	5	13	203	7	12	10	5	4	7	67
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	80	12	30	282	14	16	16	8	12	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	92	0	0	541	498	86	503	497	289
Stage 1	-	-	-	-	-	-	142	142	-	349	349	-
Stage 2	-	-	-	-	-	-	399	356	-	154	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1503	-	-	452	474	973	479	475	750
Stage 1	-	-	-	-	-	-	861	779	-	667	633	-
Stage 2	-	-	-	-	-	-	627	629	-	848	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1503	-	-	377	452	973	446	453	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	452	-	446	453	-
Stage 1	-	-	-	-	-	-	841	761	-	652	618	-
Stage 2	-	-	-	-	-	-	530	614	-	804	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	13.5	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	1265	-	-	1503	-	-	643
HCM Lane V/C Ratio	0.086	0.022	-	-	0.02	-	-	0.174
HCM Control Delay (s)	13.5	7.9	0	-	7.4	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	12	322
Future Vol, veh/h	31	4	307	19	12	322
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	16	346

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	452	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	444	821	-	-	1178	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1178	-
HCM Lane V/C Ratio	-	-	0.126	0.014	-
HCM Control Delay (s)	-	-	13.7	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1465	202	236	1427	0
Future Vol, veh/h	0	0	4	0	0	247	7	1465	202	236	1427	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1628	256	291	1568	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	784	-	-	942	1568	0	0	1884	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	336	0	0	~ 264	417	-	-	314	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	336	-	-	~ 264	417	-	-	314	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	107.9	0.1	11.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	417	-	-	336	264	314	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.04	0.928	-
HCM Control Delay (s)	13.9	-	-	16.1	107.9	71.3	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.8	9.1	-

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

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	18	408	21	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	408	21	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	429	32	116	251	12	16	12	36	12	16	20

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	263	0	0	461	0	0	1024	1012	445	1030	1022	257
Stage 1	-	-	-	-	-	-	517	517	-	489	489	-
Stage 2	-	-	-	-	-	-	507	495	-	541	533	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1100	-	-	214	239	613	212	236	782
Stage 1	-	-	-	-	-	-	541	534	-	561	549	-
Stage 2	-	-	-	-	-	-	548	546	-	525	525	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1301	-	-	1100	-	-	177	208	613	172	205	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	177	208	-	172	205	-
Stage 1	-	-	-	-	-	-	526	519	-	545	491	-
Stage 2	-	-	-	-	-	-	462	489	-	470	510	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	2.7	19.6	20.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	309	1301	-	-	1100	-	-	277
HCM Lane V/C Ratio	0.206	0.028	-	-	0.105	-	-	0.173
HCM Control Delay (s)	19.6	7.8	-	-	8.7	-	-	20.7
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.4	-	-	0.6

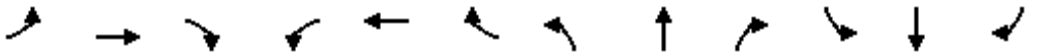
Intersection	
Int Delay, s/veh	5.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	264	167	378	191	0	244
Future Vol, veh/h	264	167	378	191	0	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	160	450	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	303	201	420	289	0	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	303	0	-	303
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1258	-	0	737
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1258	-	-	737
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	737	-	1258	-
HCM Lane V/C Ratio	0.352	-	0.334	-
HCM Control Delay (s)	12.5	-	9.3	-
HCM Lane LOS	B	-	A	-
HCM 95th %tile Q(veh)	1.6	-	1.5	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1239	45	16	48	281	56	0	372	14	62	306	1058
Future Volume (veh/h)	1239	45	16	48	281	56	0	372	14	62	306	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1402	0	0	75	296	68	0	404	16	79	373	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1425	748	0	42	164	176	0	361	14	77	806	1010
Arrive On Green	0.40	0.00	0.00	0.11	0.11	0.11	0.00	0.10	0.10	0.24	0.24	0.24
Sat Flow, veh/h	3563	1870	0	374	1477	1585	0	3578	138	324	3400	1585
Grp Volume(v), veh/h	1402	0	0	371	0	68	0	206	214	452	0	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	1854	1870	1585
Q Serve(g_s), s	52.6	0.0	0.0	15.0	0.0	5.4	0.0	14.0	14.0	32.0	0.0	32.0
Cycle Q Clear(g_c), s	52.6	0.0	0.0	15.0	0.0	5.4	0.0	14.0	14.0	32.0	0.0	32.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.17		1.00
Lane Grp Cap(c), veh/h	1425	748	0	206	0	176	0	184	191	440	443	1010
V/C Ratio(X)	0.98	0.00	0.00	1.80	0.00	0.39	0.00	1.12	1.12	1.03	0.00	1.14
Avail Cap(c_a), veh/h	1425	748	0	206	0	176	0	184	191	440	443	1010
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	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	0.0	60.0	0.0	55.7	0.0	60.5	60.5	51.5	0.0	14.7
Incr Delay (d2), s/veh	20.3	0.0	0.0	380.1	0.0	1.4	0.0	100.7	101.1	50.4	0.0	74.7
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	26.4	0.0	0.0	28.8	0.0	2.2	0.0	11.5	12.0	20.8	0.0	55.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	0.0	0.0	440.1	0.0	57.1	0.0	161.2	161.6	101.9	0.0	89.4
LnGrp LOS	E	A	A	F	A	E	A	F	F	F	A	F
Approach Vol, veh/h		1402			439			420			1602	
Approach Delay, s/veh		60.4			380.8			161.4			93.0	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		59.0		37.0		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		16.0		54.6		34.0		17.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	121.3	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	61	7	11	256	16	21	10	21	3	8	114
Future Vol, veh/h	39	61	7	11	256	16	21	10	21	3	8	114
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	48	68	20	44	308	32	32	20	28	4	20	124

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	88	0	0	658	602	78	610	596	324
Stage 1	-	-	-	-	-	-	174	174	-	412	412	-
Stage 2	-	-	-	-	-	-	484	428	-	198	184	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1219	-	-	1508	-	-	378	414	983	407	417	717
Stage 1	-	-	-	-	-	-	828	755	-	617	594	-
Stage 2	-	-	-	-	-	-	564	585	-	804	747	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1508	-	-	283	383	983	358	385	717
Mov Cap-2 Maneuver	-	-	-	-	-	-	283	383	-	358	385	-
Stage 1	-	-	-	-	-	-	794	724	-	592	573	-
Stage 2	-	-	-	-	-	-	434	564	-	728	716	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0.9	15.8	12.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	413	1219	-	-	1508	-	-	627
HCM Lane V/C Ratio	0.193	0.039	-	-	0.029	-	-	0.236
HCM Control Delay (s)	15.8	8.1	0	-	7.5	0	-	12.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	4	338
Future Vol, veh/h	28	16	419	44	4	338
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	16	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	709	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	369	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	741	-	-	1047	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	777	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	431	1047	-
HCM Lane V/C Ratio	-	-	0.148	0.015	-
HCM Control Delay (s)	-	-	14.8	8.5	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1096	143	231	1249	0
Future Vol, veh/h	0	0	0	0	0	272	0	1096	143	231	1249	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1289	188	300	1419	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	710	-	-	739	1419	0	0	1477	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	376	0	0	360	476	-	-	452	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	376	-	-	360	476	-	-	452	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	58	0	4.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	476	-	-	-	360	452	-
HCM Lane V/C Ratio	-	-	-	-	0.889	0.664	-
HCM Control Delay (s)	0	-	-	0	58	27.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.7	4.7	-

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	6	332	13	79	233	3	6	2	5	4	3	2
Future Vol, veh/h	6	332	13	79	233	3	6	2	5	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	426	20	132	288	8	16	2	8	8	8	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	446	0	0	1022	1020	436	1021	1026	292
Stage 1	-	-	-	-	-	-	460	460	-	556	556	-
Stage 2	-	-	-	-	-	-	562	560	-	465	470	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1114	-	-	214	237	620	215	235	747
Stage 1	-	-	-	-	-	-	581	566	-	515	513	-
Stage 2	-	-	-	-	-	-	512	511	-	578	560	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1114	-	-	187	207	620	190	205	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	187	207	-	190	205	-
Stage 1	-	-	-	-	-	-	576	561	-	510	452	-
Stage 2	-	-	-	-	-	-	441	451	-	563	555	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	2.7	21.7	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	241	1265	-	-	1114	-	-	231
HCM Lane V/C Ratio	0.108	0.009	-	-	0.118	-	-	0.086
HCM Control Delay (s)	21.7	7.9	-	-	8.7	-	-	22
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.4	0	-	-	0.4	-	-	0.3



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	197	159	0	225	99	0
Future Volume (veh/h)	197	159	0	225	99	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	214	173	0	245	108	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	353	299	0	353	0	0
Arrive On Green	0.19	0.19	0.00	0.19	0.61	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	214	173	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	4.7	4.5	0.0	5.5	0.0	0.0
Cycle Q Clear(g_c), s	4.7	4.5	0.0	5.5	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	353	299	0	353	0	0
V/C Ratio(X)	0.61	0.58	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.99	0.00	0.00
Uniform Delay (d), s/veh	16.7	16.6	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	1.8	0.0	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.6	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.4	18.4	0.0	19.5	0.0	0.0
LnGrp LOS	B	B	A	B	A	A
Approach Vol, veh/h	387			245	0	
Approach Delay, s/veh	18.4			19.5	0.0	
Approach LOS	B			B		

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		32.0		13.0		13.0
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		6.7		7.5
Green Ext Time (p_c), s		0.0		1.4		1.0

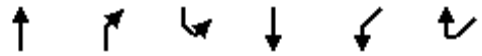
Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	197	0	459	225	0	112
Future Volume (veh/h)	197	0	459	225	0	112
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	214	0	499	245	0	122
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	0	2
Cap, veh/h	327	0	1089	1670	0	0
Arrive On Green	0.17	0.00	0.61	0.89	0.00	0.00
Sat Flow, veh/h	1870	0	1781	1870	0	
Grp Volume(v), veh/h	214	0	499	245	0.0	
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870		
Q Serve(g_s), s	4.5	0.0	6.4	0.7		
Cycle Q Clear(g_c), s	4.5	0.0	6.4	0.7		
Prop In Lane		0.00	1.00			
Lane Grp Cap(c), veh/h	327	0	1089	1670		
V/C Ratio(X)	0.66	0.00	0.46	0.15		
Avail Cap(c_a), veh/h	802	0	1089	1670		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.89	0.00	1.00	1.00		
Uniform Delay (d), s/veh	16.2	0.0	4.4	0.3		
Incr Delay (d2), s/veh	2.0	0.0	0.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.4	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	4.7	0.3		
LnGrp LOS	B	A	A	A		
Approach Vol, veh/h	214			744		
Approach Delay, s/veh	18.1			3.3		
Approach LOS	B			A		

Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			30.2	11.8		42.0
Change Period (Y+Rc), s			4.5	4.5		4.5
Max Green Setting (Gmax), s			5.0	18.0		27.5
Max Q Clear Time (g_c+I1), s			8.4	6.5		2.7
Green Ext Time (p_c), s			0.0	0.9		1.5

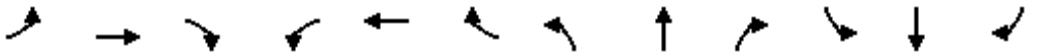
Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	112	0	159	459	0
Future Volume (veh/h)	0	112	0	159	459	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	0	122	0	173	499	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	267	226	0	267	0	0
Arrive On Green	0.00	0.14	0.00	0.14	0.40	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	0	122	0	173	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	0.0	3.2	0.0	3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.2	0.0	3.9	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	267	226	0	267	0	0
V/C Ratio(X)	0.00	0.54	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.95	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.9	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.0	1.7	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	19.9	0.0	20.7	0.0	0.0
LnGrp LOS	A	B	A	C	A	A
Approach Vol, veh/h	122			173	0	
Approach Delay, s/veh	19.9			20.7	0.0	
Approach LOS	B			C		

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	10.9				10.9	22.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	18.0				18.0	18.0
Max Q Clear Time (g_c+I1), s	5.2				5.9	0.0
Green Ext Time (p_c), s	0.3				0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.4
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1019	54	14	38	193	33	0	278	22	51	291	814
Future Volume (veh/h)	1019	54	14	38	193	33	0	278	22	51	291	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1143	0	0	73	251	48	0	316	32	72	342	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1391	730	0	50	170	188	0	382	38	66	693	942
Arrive On Green	0.39	0.00	0.00	0.12	0.12	0.12	0.00	0.12	0.12	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	417	1433	1585	0	3354	328	322	3402	1585
Grp Volume(v), veh/h	1143	0	0	324	0	48	0	171	177	414	0	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	1854	1870	1585
Q Serve(g_s), s	33.9	0.0	0.0	14.0	0.0	3.2	0.0	11.1	11.3	24.0	0.0	24.0
Cycle Q Clear(g_c), s	33.9	0.0	0.0	14.0	0.0	3.2	0.0	11.1	11.3	24.0	0.0	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.17		1.00
Lane Grp Cap(c), veh/h	1391	730	0	220	0	188	0	208	212	378	381	942
V/C Ratio(X)	0.82	0.00	0.00	1.47	0.00	0.25	0.00	0.82	0.83	1.10	0.00	0.96
Avail Cap(c_a), veh/h	1391	730	0	220	0	188	0	241	246	378	381	942
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	51.9	0.0	47.2	0.0	50.8	50.9	46.9	0.0	14.6
Incr Delay (d2), s/veh	5.6	0.0	0.0	236.3	0.0	0.7	0.0	17.8	18.9	74.6	0.0	20.2
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	15.2	0.0	0.0	21.0	0.0	1.3	0.0	6.0	6.3	18.7	0.0	32.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	0.0	288.2	0.0	47.9	0.0	68.7	69.8	121.5	0.0	34.8
LnGrp LOS	D	A	A	F	A	D	A	E	E	F	A	C
Approach Vol, veh/h		1143			372			348			1318	
Approach Delay, s/veh		37.8			257.2			69.2			62.0	
Approach LOS		D			F			E			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		13.3		35.9		26.0		16.0				
Green Ext Time (p_c), s		0.5		3.6		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			76.9									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	24	65	5	13	203	7	12	10	5	4	7	67
Future Vol, veh/h	24	65	5	13	203	7	12	10	5	4	7	67
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	80	12	30	282	14	16	16	8	12	16	84

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	92	0	0	541	498	86	503	497	289
Stage 1	-	-	-	-	-	-	142	142	-	349	349	-
Stage 2	-	-	-	-	-	-	399	356	-	154	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1503	-	-	452	474	973	479	475	750
Stage 1	-	-	-	-	-	-	861	779	-	667	633	-
Stage 2	-	-	-	-	-	-	627	629	-	848	775	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1503	-	-	377	452	973	446	453	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	452	-	446	453	-
Stage 1	-	-	-	-	-	-	841	761	-	652	618	-
Stage 2	-	-	-	-	-	-	530	614	-	804	757	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	13.5	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	465	1265	-	-	1503	-	-	643
HCM Lane V/C Ratio	0.086	0.022	-	-	0.02	-	-	0.174
HCM Control Delay (s)	13.5	7.9	0	-	7.4	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	12	322
Future Vol, veh/h	31	4	307	19	12	322
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	16	346

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	570	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	452	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	444	821	-	-	1178	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	795	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1178	-
HCM Lane V/C Ratio	-	-	0.126	0.014	-
HCM Control Delay (s)	-	-	13.7	8.1	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	19.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1465	202	236	1427	0
Future Vol, veh/h	0	0	4	0	0	247	7	1465	202	236	1427	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	291	28	1724	266	306	1622	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	811	-	-	995	1622	0	0	1990	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	322	0	0	~ 243	397	-	-	~ 286	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	322	-	-	~ 243	397	-	-	~ 286	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	163.4	0.2	18
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	397	-	-	322	243	~ 286	-
HCM Lane V/C Ratio	0.071	-	-	0.014	1.196	1.072	-
HCM Control Delay (s)	14.8	-	-	16.3	163.4	113.3	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0	13.8	12.1	-

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

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	408	21	94	203	12	11	5	24	5	11	11
Future Vol, veh/h	18	408	21	94	203	12	11	5	24	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	523	32	157	251	32	29	5	39	10	29	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	555	0	0	1218	1208	539	1214	1208	267
Stage 1	-	-	-	-	-	-	611	611	-	581	581	-
Stage 2	-	-	-	-	-	-	607	597	-	633	627	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1279	-	-	1015	-	-	157	183	542	158	183	772
Stage 1	-	-	-	-	-	-	481	484	-	499	500	-
Stage 2	-	-	-	-	-	-	483	491	-	468	476	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1279	-	-	1015	-	-	113	150	542	123	150	772
Mov Cap-2 Maneuver	-	-	-	-	-	-	113	150	-	123	150	-
Stage 1	-	-	-	-	-	-	468	470	-	485	423	-
Stage 2	-	-	-	-	-	-	370	415	-	417	463	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	3.3	32.8	30.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	201	1279	-	-	1015	-	-	201
HCM Lane V/C Ratio	0.364	0.028	-	-	0.154	-	-	0.303
HCM Control Delay (s)	32.8	7.9	-	-	9.2	-	-	30.5
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	1.6	0.1	-	-	0.5	-	-	1.2



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	264	167	0	191	177	0
Future Volume (veh/h)	264	167	0	191	177	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	287	182	0	208	192	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	418	354	0	418	0	0
Arrive On Green	0.22	0.22	0.00	0.22	0.58	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	287	182	0	208	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	6.3	4.5	0.0	4.4	0.0	0.0
Cycle Q Clear(g_c), s	6.3	4.5	0.0	4.4	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	418	354	0	418	0	0
V/C Ratio(X)	0.69	0.51	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.99	0.00	0.00
Uniform Delay (d), s/veh	16.0	15.3	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	1.2	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
%ile BackOfQ(50%),veh/ln	2.6	1.6	0.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	16.5	0.0	16.2	0.0	0.0
LnGrp LOS	B	B	A	B	A	A
Approach Vol, veh/h	469			208	0	
Approach Delay, s/veh	17.4			16.2	0.0	
Approach LOS	B			B		

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		30.5		14.5		14.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		8.3		6.4
Green Ext Time (p_c), s		0.0		1.7		0.9

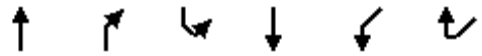
Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	264	0	378	191	0	244
Future Volume (veh/h)	264	0	378	191	0	244
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	287	0	411	208	0	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	0	2
Cap, veh/h	406	0	1013	1670	0	0
Arrive On Green	0.22	0.00	0.57	0.89	0.00	0.00
Sat Flow, veh/h	1870	0	1781	1870	0	
Grp Volume(v), veh/h	287	0	411	208	0.0	
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870		
Q Serve(g_s), s	6.0	0.0	5.4	0.6		
Cycle Q Clear(g_c), s	6.0	0.0	5.4	0.6		
Prop In Lane		0.00	1.00			
Lane Grp Cap(c), veh/h	406	0	1013	1670		
V/C Ratio(X)	0.71	0.00	0.41	0.12		
Avail Cap(c_a), veh/h	802	0	1013	1670		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.83	0.00	1.00	1.00		
Uniform Delay (d), s/veh	15.2	0.0	5.1	0.3		
Incr Delay (d2), s/veh	1.9	0.0	0.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.4	0.0	1.3	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	0.0	5.3	0.3		
LnGrp LOS	B	A	A	A		
Approach Vol, veh/h	287			619		
Approach Delay, s/veh	17.1			3.7		
Approach LOS	B			A		

Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			28.4	13.6		42.0
Change Period (Y+Rc), s			4.5	4.5		4.5
Max Green Setting (Gmax), s			5.0	18.0		27.5
Max Q Clear Time (g_c+I1), s			7.4	8.0		2.6
Green Ext Time (p_c), s			0.0	1.2		1.2

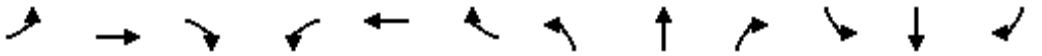
Intersection Summary	
HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	244	0	167	378	0
Future Volume (veh/h)	0	244	0	167	378	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	0	265	0	182	411	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	401	340	0	401	0	0
Arrive On Green	0.00	0.21	0.00	0.21	0.40	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	0	265	0	182	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	0.0	7.1	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	7.1	0.0	3.8	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	401	340	0	401	0	0
V/C Ratio(X)	0.00	0.78	0.00	0.45	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.96	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.7	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	1.5	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	20.5	0.0	16.1	0.0	0.0
LnGrp LOS	A	C	A	B	A	A
Approach Vol, veh/h	265			182	0	
Approach Delay, s/veh	20.5			16.1	0.0	
Approach LOS	C			B		

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	14.2				14.2	22.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	18.0				18.0	18.0
Max Q Clear Time (g_c+I1), s	9.1				5.8	0.0
Green Ext Time (p_c), s	0.6				0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1239	45	16	48	281	56	0	372	14	62	306	1058
Future Volume (veh/h)	1239	45	16	48	281	56	0	372	14	62	306	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1365	0	0	92	365	81	0	423	20	87	360	1176
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1366	717	0	43	173	185	0	461	22	72	672	925
Arrive On Green	0.38	0.00	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	373	1479	1585	0	3548	163	361	3362	1585
Grp Volume(v), veh/h	1365	0	0	457	0	81	0	217	226	447	0	1176
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1841	1852	1870	1585
Q Serve(g_s), s	46.0	0.0	0.0	14.0	0.0	5.7	0.0	14.5	14.5	24.0	0.0	24.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	14.0	0.0	5.7	0.0	14.5	14.5	24.0	0.0	24.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.09	0.19		1.00
Lane Grp Cap(c), veh/h	1366	717	0	216	0	185	0	237	245	370	374	925
V/C Ratio(X)	1.00	0.00	0.00	2.12	0.00	0.44	0.00	0.92	0.92	1.21	0.00	1.27
Avail Cap(c_a), veh/h	1366	717	0	216	0	185	0	237	245	370	374	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	53.0	0.0	49.3	0.0	51.3	51.4	48.0	0.0	15.4
Incr Delay (d2), s/veh	24.2	0.0	0.0	517.3	0.0	1.6	0.0	36.6	36.7	115.8	0.0	130.9
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	23.9	0.0	0.0	37.6	0.0	2.4	0.0	8.9	9.3	22.8	0.0	61.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	0.0	0.0	570.3	0.0	51.0	0.0	87.9	88.1	163.8	0.0	146.3
LnGrp LOS	E	A	A	F	A	D	A	F	F	F	A	F
Approach Vol, veh/h		1365			538			443			1623	
Approach Delay, s/veh		61.2			492.1			88.0			151.1	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		16.5		48.0		26.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			159.4									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	39	61	7	11	256	16	21	10	21	3	8	114
Future Vol, veh/h	39	61	7	11	256	16	21	10	21	3	8	114
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	75	17	25	356	32	28	16	34	9	18	143

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	92	0	0	677	612	84	621	604	372
Stage 1	-	-	-	-	-	-	174	174	-	422	422	-
Stage 2	-	-	-	-	-	-	503	438	-	199	182	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1170	-	-	1503	-	-	367	408	975	400	412	674
Stage 1	-	-	-	-	-	-	828	755	-	609	588	-
Stage 2	-	-	-	-	-	-	551	579	-	803	749	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1170	-	-	1503	-	-	266	383	975	356	387	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	266	383	-	356	387	-
Stage 1	-	-	-	-	-	-	794	724	-	584	576	-
Stage 2	-	-	-	-	-	-	412	567	-	727	718	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0.5	15.3	13.4
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	428	1170	-	-	1503	-	-	598
HCM Lane V/C Ratio	0.182	0.039	-	-	0.017	-	-	0.284
HCM Control Delay (s)	15.3	8.2	0	-	7.4	0	-	13.4
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.1	-	-	1.2

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	4	338
Future Vol, veh/h	28	16	419	44	4	338
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	32	482	56	5	363

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	702	269	0	0	538	0
Stage 1	510	-	-	-	-	-
Stage 2	192	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	372	729	-	-	1026	-
Stage 1	568	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	370	729	-	-	1026	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	817	-	-	-	-	-

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)	-	-	463	1026	-
HCM Lane V/C Ratio	-	-	0.17	0.005	-
HCM Control Delay (s)	-	-	14.4	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	733	1408	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	363	481	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	363	481	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	5.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.685	-
HCM Control Delay (s)	0	-	-	0	56.4	28.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	5.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	438	20	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	458	0	0	1028	1038	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	472	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1103	-	-	259	231	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	628	553	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1103	-	-	226	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	553	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.7	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1103	-	-	294
HCM Lane V/C Ratio	0.009	-	-	0.119	-	-	0.068
HCM Control Delay (s)	7.9	-	-	8.7	-	-	18.1
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	27.3

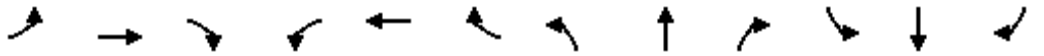
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	459	225	99	112
Future Vol, veh/h	203	163	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
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	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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)	1019	54	14	26	143	23	0	278	22	0	332	814
Future Volume (veh/h)	1019	54	14	26	143	23	0	278	22	0	332	814
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1143	0	0	50	186	33	0	316	32	0	391	904
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1614	847	0	60	222	241	0	808	81	0	463	2221
Arrive On Green	0.45	0.00	0.00	0.15	0.15	0.15	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	392	1459	1585	0	3354	328	0	1870	3170
Grp Volume(v), veh/h	1143	0	0	236	0	33	0	171	177	0	391	904
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1851	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	23.7	0.0	0.0	11.4	0.0	1.7	0.0	7.3	7.5	0.0	18.2	10.9
Cycle Q Clear(g_c), s	23.7	0.0	0.0	11.4	0.0	1.7	0.0	7.3	7.5	0.0	18.2	10.9
Prop In Lane	1.00		0.00	0.21		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1614	847	0	281	0	241	0	440	449	0	463	2221
V/C Ratio(X)	0.71	0.00	0.00	0.84	0.00	0.14	0.00	0.39	0.39	0.00	0.84	0.41
Avail Cap(c_a), veh/h	1614	847	0	364	0	311	0	440	449	0	500	2283
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	0.0	0.0	37.8	0.0	33.6	0.0	28.7	28.7	0.0	32.8	5.7
Incr Delay (d2), s/veh	2.7	0.0	0.0	12.7	0.0	0.3	0.0	0.6	0.6	0.0	11.8	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	9.7	0.0	0.0	6.1	0.0	0.7	0.0	3.2	3.3	0.0	9.5	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	0.0	50.5	0.0	33.9	0.0	29.3	29.3	0.0	44.6	5.9
LnGrp LOS	C	A	A	D	A	C	A	C	C	A	D	A
Approach Vol, veh/h		1143			269			348			1295	
Approach Delay, s/veh		22.8			48.4			29.3			17.6	
Approach LOS		C			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.2		46.0		27.2		18.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		41.5		24.5		18.0				
Max Q Clear Time (g_c+I1), s		9.5		25.7		20.2		13.4				
Green Ext Time (p_c), s		1.3		4.4		2.5		0.6				

Intersection Summary		
HCM 6th Ctrl Delay	23.6	
HCM 6th LOS	C	

Notes

User approved volume balancing among the lanes for turning movement.

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	0	40	1	7	117	0	0	0	0	6	12	75
Future Vol, veh/h	0	40	1	7	117	0	0	0	0	6	12	75
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	2	16	163	0	0	0	0	18	27	94

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	51	0	0	245	246	163
Stage 1	-	-	-	-	-	-	195	195	-
Stage 2	-	-	-	-	-	-	50	51	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1555	-	0	743	656	882
Stage 1	0	-	-	-	-	0	838	739	-
Stage 2	0	-	-	-	-	0	972	852	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1555	-	-	735	0	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	735	0	-
Stage 1	-	-	-	-	-	-	838	0	-
Stage 2	-	-	-	-	-	-	961	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.7	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1555	-	854
HCM Lane V/C Ratio	-	-	0.01	-	0.163
HCM Control Delay (s)	-	-	7.3	0	10
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	929	1555	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 269	422	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 269	422	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	101.5	0.1	12.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.951	-
HCM Control Delay (s)	13.8	-	-	16	101.5	75.2	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	9.8	-

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

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	18	419	22	94	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	419	22	94	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	116	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	263	0	0	474	0	0			1019	1035	257
Stage 1	-	-	-	-	-	-			489	489	-
Stage 2	-	-	-	-	-	-			530	546	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-			263	232	782
Stage 1	-	-	-	-	-	-			616	549	-
Stage 2	-	-	-	-	-	-			590	518	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1301	-	-	1088	-	-			228	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-			228	0	-
Stage 1	-	-	-	-	-	-			599	0	-
Stage 2	-	-	-	-	-	-			527	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.7	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1088	-	-	410
HCM Lane V/C Ratio	0.028	-	-	0.107	-	-	0.117
HCM Control Delay (s)	7.8	-	-	8.7	-	-	14.9
HCM Lane LOS	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.4

Intersection	
Int Delay, s/veh	96.6

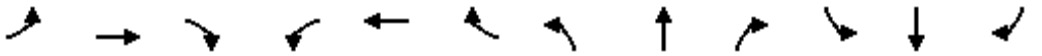
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	172	378	191	177	244
Future Vol, veh/h	270	172	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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)	1239	45	16	28	164	33	0	372	14	0	356	1058
Future Volume (veh/h)	1239	45	16	28	164	33	0	372	14	0	356	1058
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1402	0	0	44	173	40	0	404	16	0	434	1150
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1681	882	0	49	193	208	0	927	37	0	498	2339
Arrive On Green	0.47	0.00	0.00	0.13	0.13	0.13	0.00	0.27	0.27	0.00	0.27	0.27
Sat Flow, veh/h	3563	1870	0	375	1476	1585	0	3578	138	0	1870	3170
Grp Volume(v), veh/h	1402	0	0	217	0	40	0	206	214	0	434	1150
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	39.2	0.0	0.0	13.2	0.0	2.6	0.0	11.0	11.0	0.0	25.4	17.1
Cycle Q Clear(g_c), s	39.2	0.0	0.0	13.2	0.0	2.6	0.0	11.0	11.0	0.0	25.4	17.1
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1681	882	0	243	0	208	0	473	491	0	498	2339
V/C Ratio(X)	0.83	0.00	0.00	0.89	0.00	0.19	0.00	0.43	0.44	0.00	0.87	0.49
Avail Cap(c_a), veh/h	1681	882	0	243	0	208	0	473	491	0	523	2382
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	0.0	49.0	0.0	44.3	0.0	34.9	34.9	0.0	40.1	6.2
Incr Delay (d2), s/veh	5.0	0.0	0.0	31.5	0.0	0.4	0.0	0.6	0.6	0.0	14.4	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	17.0	0.0	0.0	8.3	0.0	1.1	0.0	4.9	5.1	0.0	13.4	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	0.0	80.5	0.0	44.8	0.0	35.5	35.5	0.0	54.6	6.3
LnGrp LOS	C	A	A	F	A	D	A	D	D	A	D	A
Approach Vol, veh/h		1402			257			420			1584	
Approach Delay, s/veh		31.4			74.9			35.5			19.5	
Approach LOS		C			E			D			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.5		59.0		35.5		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		13.0		41.2		27.4		15.2				
Green Ext Time (p_c), s		0.3		5.1		3.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			29.8									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	39	6	4	102	0	0	0	0	3	8	115
Future Vol, veh/h	0	39	6	4	102	0	0	0	0	3	8	115
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	17	16	123	0	0	0	0	4	20	125

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	60	0	0	207	215	123
Stage 1	-	-	-	-	-	-	155	155	-
Stage 2	-	-	-	-	-	-	52	60	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1544	-	0	781	683	928
Stage 1	0	-	-	-	-	0	873	769	-
Stage 2	0	-	-	-	-	0	970	845	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1544	-	-	772	0	928
Mov Cap-2 Maneuver	-	-	-	-	-	-	772	0	-
Stage 1	-	-	-	-	-	-	873	0	-
Stage 2	-	-	-	-	-	-	959	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.8	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1544	-	922
HCM Lane V/C Ratio	-	-	0.01	-	0.162
HCM Control Delay (s)	-	-	7.4	0	9.7
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.6

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	733	1408	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	363	481	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	363	481	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	5.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.685	-
HCM Control Delay (s)	0	-	-	0	56.4	28.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	5.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	438	20	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	458	0	0	1028	1038	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	472	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1103	-	-	259	231	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	628	553	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1103	-	-	226	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	553	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.7	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1103	-	-	294
HCM Lane V/C Ratio	0.009	-	-	0.119	-	-	0.068
HCM Control Delay (s)	7.9	-	-	8.7	-	-	18.1
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	37.4

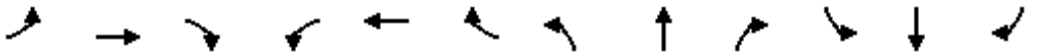
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	519	165	99	112
Future Vol, veh/h	203	163	519	165	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	564	179	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1528	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1307	-
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	-	0	1348	-	129	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	253	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 75	819
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	147	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	170.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	75	819	-	1348	-
HCM Lane V/C Ratio	1.435	0.149	-	0.418	-
HCM Control Delay (s)	$ 352.2	10.2	-	9.6	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	8.7	0.5	-	2.1	-

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 (vph)	1019	54	14	0	0	40	0	278	22	0	332	814
Future Volume (vph)	1019	54	14	0	0	40	0	278	22	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5				4.5		4.5			4.5	4.5
Lane Util. Factor	0.95	0.95				1.00		0.95			0.91	0.91
Frt	1.00	0.99				0.86		0.99			0.92	0.85
Flt Protected	0.95	0.96				1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1692				1611		3490			3118	1441
Flt Permitted	0.95	0.96				1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1692				1611		3490			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1061	89	20	0	0	58	0	316	32	0	391	904
RTOR Reduction (vph)	0	1	0	0	0	56	0	6	0	0	176	120
Lane Group Flow (vph)	584	585	0	0	0	2	0	342	0	0	667	332
Turn Type	Split	NA				Perm		NA			NA	pt+ov
Protected Phases	4	4						2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	52.7	52.7				4.3		13.3			28.9	86.1
Effective Green, g (s)	52.7	52.7				4.3		13.3			28.9	86.1
Actuated g/C Ratio	0.45	0.45				0.04		0.11			0.25	0.73
Clearance Time (s)	4.5	4.5				4.5		4.5			4.5	
Vehicle Extension (s)	3.0	3.0				3.0		3.0			3.0	
Lane Grp Cap (vph)	755	760				59		396			768	1058
v/s Ratio Prot	c0.35	0.35						c0.10			c0.21	0.23
v/s Ratio Perm						c0.00						
v/c Ratio	0.77	0.77				0.04		0.86			0.87	0.31
Uniform Delay, d1	27.2	27.1				54.5		51.1			42.3	5.4
Progression Factor	1.00	1.00				1.00		1.00			1.00	1.00
Incremental Delay, d2	7.6	7.4				0.3		17.4			10.3	0.2
Delay (s)	34.8	34.5				54.7		68.4			52.6	5.5
Level of Service	C	C				D		E			D	A
Approach Delay (s)		34.7			54.7			68.4			36.2	
Approach LOS		C			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	39.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	117.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	40	3	7	17	0	0	0	0	7	60	23
Future Vol, veh/h	0	40	3	7	17	0	0	0	0	7	60	23
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	49	7	16	24	0	0	0	0	21	136	29

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	56	0	0	109	112	24
Stage 1	-	-	-	-	-	-	56	56	-
Stage 2	-	-	-	-	-	-	53	56	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1549	-	0	888	778	1052
Stage 1	0	-	-	-	-	0	967	848	-
Stage 2	0	-	-	-	-	0	970	848	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1549	-	-	879	0	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	879	0	-
Stage 1	-	-	-	-	-	-	967	0	-
Stage 2	-	-	-	-	-	-	960	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1549	-	971
HCM Lane V/C Ratio	-	-	0.01	-	0.192
HCM Control Delay (s)	-	-	7.3	0	9.6
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.7

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	929	1555	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 269	422	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 269	422	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	101.5	0.1	12.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.951	-
HCM Control Delay (s)	13.8	-	-	16	101.5	75.2	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	9.8	-

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

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	18	419	22	19	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	419	22	19	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	23	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	263	0	0	474	0	0	833	849	257
Stage 1	-	-	-	-	-	-	303	303	-
Stage 2	-	-	-	-	-	-	530	546	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-	339	298	782
Stage 1	-	-	-	-	-	-	749	664	-
Stage 2	-	-	-	-	-	-	590	518	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1301	-	-	1088	-	-	323	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	0	-
Stage 1	-	-	-	-	-	-	728	0	-
Stage 2	-	-	-	-	-	-	578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0.7	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1088	-	-	511
HCM Lane V/C Ratio	0.028	-	-	0.022	-	-	0.094
HCM Control Delay (s)	7.8	-	-	8.4	-	-	12.8
HCM Lane LOS	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	129.6

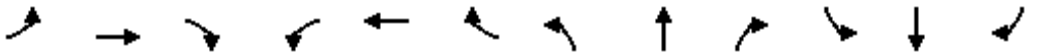
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	172	453	116	177	244
Future Vol, veh/h	270	172	453	116	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	503	176	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1492	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1182	-
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	-	0	1250	-	~ 136	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	291	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 81	730
Mov Cap-2 Maneuver	-	-	-	-	~ 81	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 174	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	$ 390.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	81	730	-	1250	-
HCM Lane V/C Ratio	2.633	0.356	-	0.403	-
HCM Control Delay (s)	$ 850	12.6	-	9.8	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	20.4	1.6	-	2	-

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 (vph)	1239	45	16	0	0	39	0	372	14	0	356	1058
Future Volume (vph)	1239	45	16	0	0	39	0	372	14	0	356	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			4.5			5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	1.00			0.86			0.99			0.91	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1686			1611			3519			3100	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1686			1611			3519			3100	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1347	51	20	0	0	48	0	404	16	0	434	1150
RTOR Reduction (vph)	0	1	0	0	46	0	0	2	0	0	178	149
Lane Group Flow (vph)	714	703	0	0	2	0	0	418	0	0	831	426
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	58.1	58.1			4.3			16.0			36.0	99.1
Effective Green, g (s)	58.1	58.1			4.3			16.0			36.0	99.1
Actuated g/C Ratio	0.43	0.43			0.03			0.12			0.27	0.74
Clearance Time (s)	5.0	5.0			4.5			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	729	731			51			420			833	1066
v/s Ratio Prot	c0.42	0.42			c0.00			c0.12			c0.27	0.30
v/s Ratio Perm												
v/c Ratio	0.98	0.96			0.03			1.00			1.00	0.40
Uniform Delay, d1	37.3	36.8			62.8			58.9			48.9	6.4
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	28.7	25.3			0.2			42.5			30.5	0.2
Delay (s)	66.0	62.1			63.0			101.5			79.4	6.7
Level of Service	E	E			E			F			E	A
Approach Delay (s)		64.1			63.0			101.5			53.0	
Approach LOS		E			E			F			D	

Intersection Summary			
HCM 2000 Control Delay	63.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	19.5
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	39	6	6	10	0	0	0	0	4	17	30
Future Vol, veh/h	0	39	6	6	10	0	0	0	0	4	17	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	17	24	12	0	0	0	0	5	43	33

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	60	0	0	112	120	12
Stage 1	-	-	-	-	-	-	60	60	-
Stage 2	-	-	-	-	-	-	52	60	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1544	-	0	885	770	1069
Stage 1	0	-	-	-	-	0	963	845	-
Stage 2	0	-	-	-	-	0	970	845	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1544	-	-	871	0	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	871	0	-
Stage 1	-	-	-	-	-	-	963	0	-
Stage 2	-	-	-	-	-	-	954	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	4.9	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1544	-	1036
HCM Lane V/C Ratio	-	-	0.016	-	0.078
HCM Control Delay (s)	-	-	7.4	0	8.8
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	196	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	196	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	258	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	768	1408	0	0	1536	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	344	481	-	-	429	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	344	481	-	-	429	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	67.8	0	6
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	344	429	-
HCM Lane V/C Ratio	-	-	-	-	0.93	0.73	-
HCM Control Delay (s)	0	-	-	0	67.8	32.9	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	9.6	5.8	-

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	6	376	33	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	376	33	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	482	51	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	533	0	0	1088	1113	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	532	557	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1035	-	-	239	208	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	589	512	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1035	-	-	206	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	206	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	514	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1035	-	-	272
HCM Lane V/C Ratio	0.009	-	-	0.127	-	-	0.073
HCM Control Delay (s)	7.9	-	-	9	-	-	19.3
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	27.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	197	459	225	99	112
Future Vol, veh/h	203	197	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	214	499	245	108	122

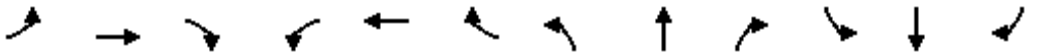
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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 (vph)	1073	0	14	26	153	23	0	278	0	0	332	814
Future Volume (vph)	1073	0	14	26	153	23	0	278	0	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			0.95			0.95			0.91	0.91
Frt	1.00	0.99			0.98			1.00			0.92	0.85
Flt Protected	0.95	0.95			0.99			1.00			1.00	1.00
Satd. Flow (prot)	1681	1679			3447			3539			3118	1441
Flt Permitted	0.95	0.95			0.72			1.00			1.00	1.00
Satd. Flow (perm)	1681	1679			2505			3539			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1118	0	20	50	199	33	0	316	0	0	391	904
RTOR Reduction (vph)	0	34	0	0	10	0	0	0	0	0	209	98
Lane Group Flow (vph)	570	534	0	0	272	0	0	316	0	0	634	354
Turn Type	Prot	NA		Perm	NA			NA			NA	pt+ov
Protected Phases	4!				8!			2			6	6 4!
Permitted Phases				8								
Actuated Green, G (s)	46.7	46.7			46.7			12.5			26.3	77.5
Effective Green, g (s)	46.7	46.7			46.7			12.5			26.3	77.5
Actuated g/C Ratio	0.47	0.47			0.47			0.13			0.27	0.78
Clearance Time (s)	4.5				4.5			4.5			4.5	
Vehicle Extension (s)	3.0				3.0			3.0			3.0	
Lane Grp Cap (vph)	792	792			1181			446			828	1128
v/s Ratio Prot	c0.34	0.32						c0.09			c0.20	0.25
v/s Ratio Perm					0.11							
v/c Ratio	0.72	0.67			0.23			0.71			0.77	0.31
Uniform Delay, d1	20.9	20.3			15.5			41.5			33.5	3.1
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	5.6	4.6			0.1			5.1			4.3	0.2
Delay (s)	26.5	24.8			15.6			46.6			37.8	3.3
Level of Service	C	C			B			D			D	A
Approach Delay (s)		25.7			15.6			46.6			25.7	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	99.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	64.6%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

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	0	0	7	117	0	0	0	0	0	27	85
Future Vol, veh/h	0	0	0	7	117	0	0	0	0	0	27	85
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	163	0	0	0	0	0	61	106

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	195	82
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.14	-	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	0	0	699	961
Stage 1	-	-	0	0	738	-
Stage 2	-	-	0	0	-	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	961
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		9.5
HCM LOS		A

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	961
HCM Lane V/C Ratio	-	-	0.174
HCM Control Delay (s)	-	-	9.5
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	41	43	279
Future Vol, veh/h	31	4	307	41	43	279
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	52	57	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	203	0	0	405	0
Stage 1	379	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	406	804	-	-	1150	-
Stage 1	662	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	382	804	-	-	1150	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	1150	-
HCM Lane V/C Ratio	-	-	0.145	0.05	-
HCM Control Delay (s)	-	-	15.2	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	14.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	244	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	244	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	309	306	1555	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	778	-	-	958	1555	0	0	1915	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 258	422	-	-	~ 305	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 258	422	-	-	~ 305	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	116.3	0.1	14.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	258	~ 305	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.064	1.004	-
HCM Control Delay (s)	13.8	-	-	16	116.3	90.7	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	11.2	10.8	-

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

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	18	434	42	94	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	434	42	94	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	457	64	116	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	263	0	0	521	0	0	1050	1082	257
Stage 1	-	-	-	-	-	-	489	489	-
Stage 2	-	-	-	-	-	-	561	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1045	-	-	252	217	782
Stage 1	-	-	-	-	-	-	616	549	-
Stage 2	-	-	-	-	-	-	571	493	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1301	-	-	1045	-	-	218	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	0	-
Stage 1	-	-	-	-	-	-	599	0	-
Stage 2	-	-	-	-	-	-	508	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.7	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1045	-	-	398
HCM Lane V/C Ratio	0.028	-	-	0.111	-	-	0.12
HCM Control Delay (s)	7.8	-	-	8.9	-	-	15.3
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.4

Intersection	
Int Delay, s/veh	96.6

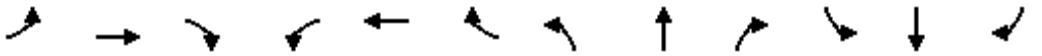
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	197	378	191	177	244
Future Vol, veh/h	270	197	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	237	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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 (vph)	1284	0	16	28	164	33	0	372	0	0	306	1058
Future Volume (vph)	1284	0	16	28	164	33	0	372	0	0	306	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	1.00			1.00	0.85		1.00			0.91	0.85
Flt Protected	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1680			1844	1583		3539			3082	1441
Flt Permitted	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1680			1844	1583		3539			3082	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1396	0	20	44	173	40	0	404	0	0	373	1150
RTOR Reduction (vph)	0	59	0	0	0	36	0	0	0	0	208	192
Lane Group Flow (vph)	712	645	0	0	217	4	0	404	0	0	740	383
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Effective Green, g (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Actuated g/C Ratio	0.39	0.39			0.11	0.11		0.11			0.24	0.67
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	659	659			204	175		393			730	960
v/s Ratio Prot	c0.42	0.38			c0.12			c0.11			c0.24	0.27
v/s Ratio Perm						0.00						
v/c Ratio	1.08	0.98			1.06	0.03		1.03			1.01	0.40
Uniform Delay, d1	41.0	40.4			60.0	53.5		60.0			51.5	10.2
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	58.8	30.3			80.9	0.1		52.8			36.9	0.3
Delay (s)	99.8	70.7			140.9	53.5		112.8			88.4	10.5
Level of Service	F	E			F	D		F			F	B
Approach Delay (s)		85.3			127.3			112.8			59.0	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	80.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑						↱	
Traffic Vol, veh/h	0	0	0	4	102	0	0	0	0	0	15	132
Future Vol, veh/h	0	0	0	4	102	0	0	0	0	0	15	132
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	16	123	0	0	0	0	0	38	143

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	155	62
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.14	-	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	0	0	736	990
Stage 1	-	-	0	0	768	-
Stage 2	-	-	0	0	-	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	990
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

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

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	990
HCM Lane V/C Ratio	-	-	0.183
HCM Control Delay (s)	-	-	9.4
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0.7

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	58	44	278
Future Vol, veh/h	28	16	419	58	44	278
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	79	176	316

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1005	267	0	0	534	0
Stage 1	495	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	731	-	-	1030	-
Stage 1	578	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	731	-	-	1030	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	1030	-
HCM Lane V/C Ratio	-	-	0.259	0.171	-
HCM Control Delay (s)	-	-	24.7	9.2	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.6	-

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1086	142	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1278	187	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	733	1408	0	0	1465	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	363	481	-	-	457	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	363	481	-	-	457	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	56.4	0	5.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	363	457	-
HCM Lane V/C Ratio	-	-	-	-	0.882	0.685	-
HCM Control Delay (s)	0	-	-	0	56.4	28.3	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	8.6	5.1	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	342	13	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	438	20	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	458	0	0	1028	1038	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	472	482	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1103	-	-	259	231	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	628	553	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1103	-	-	226	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	226	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	553	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.7	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1103	-	-	294
HCM Lane V/C Ratio	0.009	-	-	0.119	-	-	0.068
HCM Control Delay (s)	7.9	-	-	8.7	-	-	18.1
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	27.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	459	225	99	112
Future Vol, veh/h	203	163	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	499	245	108	122

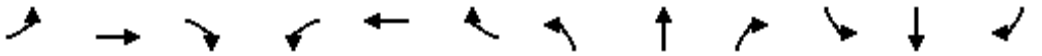
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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 (vph)	1019	54	14	26	165	23	0	278	22	0	332	814
Future Volume (vph)	1019	54	14	26	165	23	0	278	22	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5	4.5		4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	0.99			1.00	0.85		0.99			0.92	0.85
Flt Protected	0.95	0.96			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1692			1845	1583		3490			3118	1441
Flt Permitted	0.95	0.96			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1692			1845	1583		3490			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1061	89	20	50	214	33	0	316	32	0	391	904
RTOR Reduction (vph)	0	1	0	0	0	28	0	6	0	0	173	182
Lane Group Flow (vph)	584	585	0	0	264	5	0	342	0	0	670	270
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	41.5	41.5			18.0	18.0		15.9			24.5	70.5
Effective Green, g (s)	41.5	41.5			18.0	18.0		15.9			24.5	70.5
Actuated g/C Ratio	0.35	0.35			0.15	0.15		0.13			0.21	0.60
Clearance Time (s)	4.5	4.5			4.5	4.5		4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	591	595			281	241		470			647	861
v/s Ratio Prot	c0.35	0.35			c0.14			c0.10			c0.22	0.19
v/s Ratio Perm						0.00						
v/c Ratio	0.99	0.98			0.94	0.02		0.73			1.04	0.31
Uniform Delay, d1	38.0	37.8			49.4	42.5		48.9			46.7	11.7
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	34.2	32.9			37.3	0.0		5.6			45.0	0.2
Delay (s)	72.2	70.7			86.7	42.5		54.5			91.7	11.9
Level of Service	E	E			F	D		D			F	B
Approach Delay (s)		71.5			81.8			54.5			63.9	
Approach LOS		E			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	67.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	117.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	0	43	0	0	124	0	20	0	8	5	0	73
Future Vol, veh/h	0	43	0	0	124	0	20	0	8	5	0	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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	53	0	0	172	0	27	0	13	15	0	91

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	271	225	53	232	225	172
Stage 1	-	-	-	-	-	-	53	53	-	172	172	-
Stage 2	-	-	-	-	-	-	218	172	-	60	53	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	682	674	1014	723	674	872
Stage 1	0	-	0	0	-	0	960	851	-	830	756	-
Stage 2	0	-	0	0	-	0	784	756	-	951	851	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	610	674	1014	714	674	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	610	674	-	714	674	-
Stage 1	-	-	-	-	-	-	960	851	-	830	756	-
Stage 2	-	-	-	-	-	-	702	756	-	939	851	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.4	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	701	-	-	845
HCM Lane V/C Ratio	0.056	-	-	0.126
HCM Control Delay (s)	10.4	-	-	9.9
HCM Lane LOS	B	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	12.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1445	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1606	252	306	1555	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	778	-	-	929	1555	0	0	1858	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 269	422	-	-	322	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 269	422	-	-	322	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	101.5	0.1	12.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	269	322	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.02	0.951	-
HCM Control Delay (s)	13.8	-	-	16	101.5	75.2	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.5	9.8	-

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

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	18	419	22	94	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	419	22	94	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	116	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	263	0	0	474	0	0			1019	1035	257
Stage 1	-	-	-	-	-	-			489	489	-
Stage 2	-	-	-	-	-	-			530	546	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-			263	232	782
Stage 1	-	-	-	-	-	-			616	549	-
Stage 2	-	-	-	-	-	-			590	518	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1301	-	-	1088	-	-			228	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-			228	0	-
Stage 1	-	-	-	-	-	-			599	0	-
Stage 2	-	-	-	-	-	-			527	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	2.7	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1088	-	-	410
HCM Lane V/C Ratio	0.028	-	-	0.107	-	-	0.117
HCM Control Delay (s)	7.8	-	-	8.7	-	-	14.9
HCM Lane LOS	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.4

Intersection	
Int Delay, s/veh	96.6

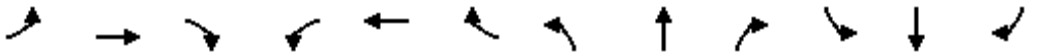
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	172	378	191	177	244
Future Vol, veh/h	270	172	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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 (vph)	1239	45	16	28	193	33	0	372	14	0	356	1058
Future Volume (vph)	1239	45	16	28	193	33	0	372	14	0	356	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	1.00			1.00	0.85		0.99			0.91	0.85
Flt Protected	0.95	0.96			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1686			1846	1583		3519			3100	1441
Flt Permitted	0.95	0.96			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1686			1846	1583		3519			3100	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1347	51	20	44	203	40	0	404	16	0	434	1150
RTOR Reduction (vph)	0	1	0	0	0	36	0	2	0	0	179	187
Lane Group Flow (vph)	714	703	0	0	247	4	0	418	0	0	830	388
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	54.0	54.0			15.0	15.0		14.0			32.0	91.0
Effective Green, g (s)	54.0	54.0			15.0	15.0		14.0			32.0	91.0
Actuated g/C Ratio	0.40	0.40			0.11	0.11		0.10			0.24	0.67
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	672	674			205	175		364			734	971
v/s Ratio Prot	c0.42	0.42			c0.13			c0.12			c0.27	0.27
v/s Ratio Perm						0.00						
v/c Ratio	1.06	1.04			1.20	0.03		1.15			1.13	0.40
Uniform Delay, d1	40.5	40.5			60.0	53.5		60.5			51.5	9.8
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	52.5	46.6			129.1	0.1		94.2			75.6	0.3
Delay (s)	93.0	87.1			189.1	53.5		154.7			127.1	10.1
Level of Service	F	F			F	D		F			F	B
Approach Delay (s)		90.1			170.2			154.7			84.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	101.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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	45	0	0	106	0	26	0	26	4	0	122
Future Vol, veh/h	0	45	0	0	106	0	26	0	26	4	0	122
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	0	0	128	0	39	0	35	5	0	133

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	245	178	50	196	178	128
Stage 1	-	-	-	-	-	-	50	50	-	128	128	-
Stage 2	-	-	-	-	-	-	195	128	-	68	50	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	709	716	1018	763	716	922
Stage 1	0	-	0	0	-	0	963	853	-	876	790	-
Stage 2	0	-	0	0	-	0	807	790	-	942	853	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	607	716	1018	737	716	922
Mov Cap-2 Maneuver	-	-	-	-	-	-	607	716	-	737	716	-
Stage 1	-	-	-	-	-	-	963	853	-	876	790	-
Stage 2	-	-	-	-	-	-	691	790	-	910	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	748	-	-	913
HCM Lane V/C Ratio	0.099	-	-	0.151
HCM Control Delay (s)	10.3	-	-	9.6
HCM Lane LOS	B	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	0.5

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	17	1247	165	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	17	1247	165	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	68	1467	217	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	842	1408	0	0	1684	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	~ 308	481	-	-	376	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	~ 308	481	-	-	376	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	99.9	0.5	8.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	308	376	-
HCM Lane V/C Ratio	0.141	-	-	-	1.039	0.832	-
HCM Control Delay (s)	13.7	-	-	0	99.9	47.6	-
HCM Lane LOS	B	-	-	A	F	E	-
HCM 95th %tile Q(veh)	0.5	-	-	-	11.7	7.6	-

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

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	6	388	13	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	388	13	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	497	20	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	517	0	0	1087	1097	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	531	541	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1049	-	-	239	213	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	590	521	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1049	-	-	207	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	516	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1049	-	-	273
HCM Lane V/C Ratio	0.009	-	-	0.126	-	-	0.073
HCM Control Delay (s)	7.9	-	-	8.9	-	-	19.2
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	37.4

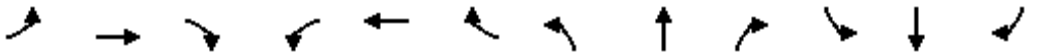
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	519	165	99	112
Future Vol, veh/h	203	163	519	165	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	564	179	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1528	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1307	-
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	-	0	1348	-	129	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	253	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 75	819
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	147	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	170.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	75	819	-	1348	-
HCM Lane V/C Ratio	1.435	0.149	-	0.418	-
HCM Control Delay (s)	$ 352.2	10.2	-	9.6	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	8.7	0.5	-	2.1	-

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 (vph)	1019	54	14	0	0	135	0	278	22	0	332	814
Future Volume (vph)	1019	54	14	0	0	135	0	278	22	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	0.99			0.86			0.99			0.92	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1692			1611			3490			3118	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1692			1611			3490			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1061	89	20	0	0	196	0	316	32	0	391	904
RTOR Reduction (vph)	0	1	0	0	187	0	0	6	0	0	175	123
Lane Group Flow (vph)	584	585	0	0	9	0	0	342	0	0	668	329
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	52.5	52.5			5.5			13.4			29.3	86.3
Effective Green, g (s)	52.5	52.5			5.5			13.4			29.3	86.3
Actuated g/C Ratio	0.44	0.44			0.05			0.11			0.25	0.73
Clearance Time (s)	4.5	4.5			4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	743	748			74			393			769	1047
v/s Ratio Prot	c0.35	0.35			c0.01			c0.10			c0.21	0.23
v/s Ratio Perm												
v/c Ratio	0.79	0.78			0.12			0.87			0.87	0.31
Uniform Delay, d1	28.3	28.2			54.3			51.8			42.8	5.7
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	8.2	8.0			0.7			18.1			10.2	0.2
Delay (s)	36.5	36.2			55.0			69.9			53.0	5.9
Level of Service	D	D			E			E			D	A
Approach Delay (s)		36.3			55.0			69.9			36.6	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	118.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	0	76	0	0	24	0	27	0	20	8	0	88
Future Vol, veh/h	0	76	0	0	24	0	27	0	20	8	0	88
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	94	0	0	33	0	36	0	32	24	0	110

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	182	127	94	143	127	33
Stage 1	-	-	-	-	-	-	94	94	-	33	33	-
Stage 2	-	-	-	-	-	-	88	33	-	110	94	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	779	764	963	826	764	1041
Stage 1	0	-	0	0	-	0	913	817	-	983	868	-
Stage 2	0	-	0	0	-	0	920	868	-	895	817	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	696	764	963	799	764	1041
Mov Cap-2 Maneuver	-	-	-	-	-	-	696	764	-	799	764	-
Stage 1	-	-	-	-	-	-	913	817	-	983	868	-
Stage 2	-	-	-	-	-	-	823	868	-	865	817	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.9	9.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	801	-	-	987
HCM Lane V/C Ratio	0.085	-	-	0.136
HCM Control Delay (s)	9.9	-	-	9.2
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	0.5

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	19	53	268
Future Vol, veh/h	31	4	307	19	53	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	24	71	288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	651	189	0	0	377	0
Stage 1	365	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	401	821	-	-	1178	-
Stage 1	673	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	372	821	-	-	1178	-
Mov Cap-2 Maneuver	372	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	401	1178	-
HCM Lane V/C Ratio	-	-	0.149	0.06	-
HCM Control Delay (s)	-	-	15.5	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1490	199	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1490	199	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1656	252	306	1555	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	778	-	-	954	1555	0	0	1908	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 259	422	-	-	307	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 259	422	-	-	307	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	114.8	0.1	14.6
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	259	307	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.06	0.997	-
HCM Control Delay (s)	13.8	-	-	16	114.8	88.7	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	11.2	10.7	-

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

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	18	419	22	19	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	419	22	19	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	441	33	23	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	263	0	0	474	0	0	833	849	257
Stage 1	-	-	-	-	-	-	303	303	-
Stage 2	-	-	-	-	-	-	530	546	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1088	-	-	339	298	782
Stage 1	-	-	-	-	-	-	749	664	-
Stage 2	-	-	-	-	-	-	590	518	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1301	-	-	1088	-	-	323	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	0	-
Stage 1	-	-	-	-	-	-	728	0	-
Stage 2	-	-	-	-	-	-	578	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0.7	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1088	-	-	511
HCM Lane V/C Ratio	0.028	-	-	0.022	-	-	0.094
HCM Control Delay (s)	7.8	-	-	8.4	-	-	12.8
HCM Lane LOS	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	129.6

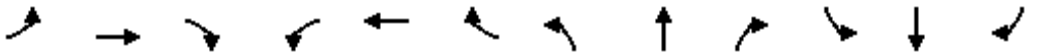
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	172	453	116	177	244
Future Vol, veh/h	270	172	453	116	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	207	503	176	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1492	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1182	-
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	-	0	1250	-	~ 136	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	291	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 81	730
Mov Cap-2 Maneuver	-	-	-	-	~ 81	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 174	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	$ 390.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	81	730	-	1250	-
HCM Lane V/C Ratio	2.633	0.356	-	0.403	-
HCM Control Delay (s)	$ 850	12.6	-	9.8	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	20.4	1.6	-	2	-

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 (vph)	1239	45	16	0	0	74	0	372	14	0	356	1058
Future Volume (vph)	1239	45	16	0	0	74	0	372	14	0	356	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			4.5			5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	1.00			0.86			0.99			0.91	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1686			1611			3519			3100	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1686			1611			3519			3100	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1347	51	20	0	0	90	0	404	16	0	434	1150
RTOR Reduction (vph)	0	1	0	0	86	0	0	2	0	0	178	153
Lane Group Flow (vph)	714	703	0	0	4	0	0	418	0	0	831	422
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	58.0	58.0			5.5			16.0			36.0	99.0
Effective Green, g (s)	58.0	58.0			5.5			16.0			36.0	99.0
Actuated g/C Ratio	0.43	0.43			0.04			0.12			0.27	0.73
Clearance Time (s)	5.0	5.0			4.5			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	722	724			65			417			826	1056
v/s Ratio Prot	c0.42	0.42			c0.00			c0.12			c0.27	0.29
v/s Ratio Perm												
v/c Ratio	0.99	0.97			0.06			1.00			1.01	0.40
Uniform Delay, d1	38.2	37.7			62.3			59.5			49.5	6.8
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	30.9	27.2			0.4			44.8			32.7	0.2
Delay (s)	69.1	64.9			62.6			104.3			82.2	7.0
Level of Service	E	E			E			F			F	A
Approach Delay (s)		67.0			62.6			104.3			54.9	
Approach LOS		E			E			F			D	

Intersection Summary			
HCM 2000 Control Delay	65.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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	45	0	0	16	0	26	0	26	18	0	34
Future Vol, veh/h	0	45	0	0	16	0	26	0	26	18	0	34
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	50	0	0	19	0	39	0	35	24	0	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	88	69	50	87	69	19
Stage 1	-	-	-	-	-	-	50	50	-	19	19	-
Stage 2	-	-	-	-	-	-	38	19	-	68	50	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	897	822	1018	899	822	1059
Stage 1	0	-	0	0	-	0	963	853	-	1000	880	-
Stage 2	0	-	0	0	-	0	977	880	-	942	853	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	866	822	1018	868	822	1059
Mov Cap-2 Maneuver	-	-	-	-	-	-	866	822	-	868	822	-
Stage 1	-	-	-	-	-	-	963	853	-	1000	880	-
Stage 2	-	-	-	-	-	-	943	880	-	910	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.2	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	931	-	-	975
HCM Lane V/C Ratio	0.08	-	-	0.063
HCM Control Delay (s)	9.2	-	-	8.9
HCM Lane LOS	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	44	54	268
Future Vol, veh/h	28	16	419	44	54	268
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	60	216	305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1070	258	0	0	515	0
Stage 1	485	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	216	741	-	-	1047	-
Stage 1	585	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	162	741	-	-	1047	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	585	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	4.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1047	-
HCM Lane V/C Ratio	-	-	0.297	0.206	-
HCM Control Delay (s)	-	-	28.7	9.3	0.5
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

Intersection	
Int Delay, s/veh	9.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	0	1096	197	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	0	1096	197	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	0	1289	259	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	774	1408	0	0	1548	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	341	481	-	-	424	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	341	481	-	-	424	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	69.9	0	6.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	341	424	-
HCM Lane V/C Ratio	-	-	-	-	0.938	0.738	-
HCM Control Delay (s)	0	-	-	0	69.9	33.9	-
HCM Lane LOS	A	-	-	A	F	D	-
HCM 95th %tile Q(veh)	0	-	-	-	9.7	5.9	-

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	6	392	35	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	392	35	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	503	54	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	557	0	0	1110	1137	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	554	581	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1014	-	-	232	202	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	575	500	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1014	-	-	200	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	200	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	500	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	19.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1014	-	-	265
HCM Lane V/C Ratio	0.009	-	-	0.13	-	-	0.075
HCM Control Delay (s)	7.9	-	-	9.1	-	-	19.7
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	27.3

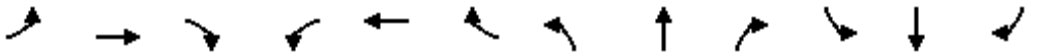
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	197	459	225	99	112
Future Vol, veh/h	203	197	459	225	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	214	499	245	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1464	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1243	-
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	-	0	1348	-	141	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	272	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 89	819
Mov Cap-2 Maneuver	-	-	-	-	~ 89	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	171	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.2	121.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	89	819	-	1348	-
HCM Lane V/C Ratio	1.209	0.149	-	0.37	-
HCM Control Delay (s)	248.1	10.2	-	9.2	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	7.6	0.5	-	1.7	-

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 (vph)	1073	0	14	37	189	33	0	278	0	0	332	814
Future Volume (vph)	1073	0	14	37	189	33	0	278	0	0	332	814
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			0.95			0.95			0.91	0.91
Frt	1.00	0.99			0.98			1.00			0.92	0.85
Flt Protected	0.95	0.95			0.99			1.00			1.00	1.00
Satd. Flow (prot)	1681	1679			3436			3539			3118	1441
Flt Permitted	0.95	0.95			0.66			1.00			1.00	1.00
Satd. Flow (perm)	1681	1679			2293			3539			3118	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1118	0	20	71	245	48	0	316	0	0	391	904
RTOR Reduction (vph)	0	34	0	0	11	0	0	0	0	0	209	98
Lane Group Flow (vph)	570	534	0	0	353	0	0	316	0	0	634	354
Turn Type	Prot	NA		Perm	NA			NA			NA	pt+ov
Protected Phases	4!				8!			2			6	6 4!
Permitted Phases				8								
Actuated Green, G (s)	46.7	46.7			46.7			12.5			26.3	77.5
Effective Green, g (s)	46.7	46.7			46.7			12.5			26.3	77.5
Actuated g/C Ratio	0.47	0.47			0.47			0.13			0.27	0.78
Clearance Time (s)	4.5				4.5			4.5			4.5	
Vehicle Extension (s)	3.0				3.0			3.0			3.0	
Lane Grp Cap (vph)	792	792			1081			446			828	1128
v/s Ratio Prot	c0.34	0.32						c0.09			c0.20	0.25
v/s Ratio Perm					0.15							
v/c Ratio	0.72	0.67			0.33			0.71			0.77	0.31
Uniform Delay, d1	20.9	20.3			16.3			41.5			33.5	3.1
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	5.6	4.6			0.2			5.1			4.3	0.2
Delay (s)	26.5	24.8			16.5			46.6			37.8	3.3
Level of Service	C	C			B			D			D	A
Approach Delay (s)		25.7			16.5			46.6			25.7	
Approach LOS		C			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	99.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

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	0	0	0	122	0	22	0	0	0	0	115
Future Vol, veh/h	0	0	0	0	122	0	22	0	0	0	0	115
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	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	169	0	29	0	0	0	0	144

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	-	-	0	85	-	-	-	-	85	
Stage 1	-	-	-	0	-	-	-	-	-	
Stage 2	-	-	-	85	-	-	-	-	-	
Critical Hdwy	-	-	-	7.54	-	-	-	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.54	-	-	-	-	-	
Follow-up Hdwy	-	-	-	3.52	-	-	-	-	3.32	
Pot Cap-1 Maneuver	0	-	0	892	0	0	0	0	957	
Stage 1	0	-	0	-	0	0	0	0	-	
Stage 2	0	-	0	913	0	0	0	0	-	
Platoon blocked, %		-								
Mov Cap-1 Maneuver	-	-	-	758	-	-	-	-	957	
Mov Cap-2 Maneuver	-	-	-	758	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	776	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	9.9	9.4
HCM LOS		A	A

Minor Lane/Major Mvmt	NBLn1	WBT	SBLn1
Capacity (veh/h)	758	-	957
HCM Lane V/C Ratio	0.039	-	0.15
HCM Control Delay (s)	9.9	-	9.4
HCM Lane LOS	A	-	A
HCM 95th %tile Q(veh)	0.1	-	0.5

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	4	307	41	43	279
Future Vol, veh/h	31	4	307	41	43	279
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	8	353	52	57	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	643	203	0	0	405	0
Stage 1	379	-	-	-	-	-
Stage 2	264	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	406	804	-	-	1150	-
Stage 1	662	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	382	804	-	-	1150	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	662	-	-	-	-	-
Stage 2	711	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	1.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	411	1150	-
HCM Lane V/C Ratio	-	-	0.145	0.05	-
HCM Control Delay (s)	-	-	15.2	8.3	0.2
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	15.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	247	7	1454	247	248	1415	0
Future Vol, veh/h	0	0	4	0	0	247	7	1454	247	248	1415	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	0	0	274	12	1616	313	306	1555	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	778	-	-	965	1555	0	0	1929	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	339	0	0	~ 255	422	-	-	~ 302	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	339	-	-	~ 255	422	-	-	~ 302	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16	120.7	0.1	15.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	422	-	-	339	255	~ 302	-
HCM Lane V/C Ratio	0.029	-	-	0.036	1.076	1.014	-
HCM Control Delay (s)	13.8	-	-	16	120.7	93.8	-
HCM Lane LOS	B	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	11.4	11	-

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

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	18	434	42	94	203	12	0	0	0	5	11	11
Future Vol, veh/h	18	434	42	94	203	12	0	0	0	5	11	11
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	457	64	116	251	12	0	0	0	12	16	20

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	263	0	0	521	0	0	1050	1082	257
Stage 1	-	-	-	-	-	-	489	489	-
Stage 2	-	-	-	-	-	-	561	593	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1301	-	-	1045	-	-	252	217	782
Stage 1	-	-	-	-	-	-	616	549	-
Stage 2	-	-	-	-	-	-	571	493	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1301	-	-	1045	-	-	218	0	782
Mov Cap-2 Maneuver	-	-	-	-	-	-	218	0	-
Stage 1	-	-	-	-	-	-	599	0	-
Stage 2	-	-	-	-	-	-	508	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	2.7	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1301	-	-	1045	-	-	398
HCM Lane V/C Ratio	0.028	-	-	0.111	-	-	0.12
HCM Control Delay (s)	7.8	-	-	8.9	-	-	15.3
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0.4

Intersection	
Int Delay, s/veh	96.6

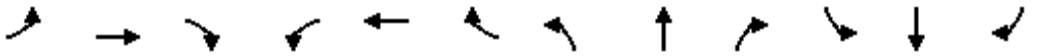
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	197	378	191	177	244
Future Vol, veh/h	270	197	378	191	177	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	310	237	420	289	213	260

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	310	0	1439	310
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	1129	-
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	-	0	1250	-	~ 146	730
Stage 1	-	0	-	-	744	-
Stage 2	-	0	-	-	309	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1250	-	~ 97	730
Mov Cap-2 Maneuver	-	-	-	-	~ 97	-
Stage 1	-	-	-	-	744	-
Stage 2	-	-	-	-	~ 205	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.5	296.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	97	730	-	1250	-
HCM Lane V/C Ratio	2.198	0.356	-	0.336	-
HCM Control Delay (s)	$ 642.6	12.6	-	9.3	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	18.8	1.6	-	1.5	-

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 (vph)	1284	0	16	39	224	45	0	372	0	0	306	1058
Future Volume (vph)	1284	0	16	39	224	45	0	372	0	0	306	1058
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	1.00			1.00	0.85		1.00			0.91	0.85
Flt Protected	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1680			1844	1583		3539			3082	1441
Flt Permitted	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1680			1844	1583		3539			3082	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1396	0	20	61	236	55	0	404	0	0	373	1150
RTOR Reduction (vph)	0	59	0	0	0	49	0	0	0	0	208	192
Lane Group Flow (vph)	712	645	0	0	297	6	0	404	0	0	740	383
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Effective Green, g (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Actuated g/C Ratio	0.39	0.39			0.11	0.11		0.11			0.24	0.67
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	659	659			204	175		393			730	960
v/s Ratio Prot	c0.42	0.38			c0.16			c0.11			c0.24	0.27
v/s Ratio Perm						0.00						
v/c Ratio	1.08	0.98			1.46	0.03		1.03			1.01	0.40
Uniform Delay, d1	41.0	40.4			60.0	53.5		60.0			51.5	10.2
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	58.8	30.3			230.3	0.1		52.8			36.9	0.3
Delay (s)	99.8	70.7			290.3	53.6		112.8			88.4	10.5
Level of Service	F	E			F	D		F			F	B
Approach Delay (s)		85.3			253.3			112.8			59.0	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	93.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	106	0	55	0	0	0	0	147
Future Vol, veh/h	0	0	0	0	106	0	55	0	0	0	0	147
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	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	128	0	83	0	0	0	0	160

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	-	-	0	64	-	-	-	-	64	
Stage 1	-	-	-	0	-	-	-	-	-	
Stage 2	-	-	-	64	-	-	-	-	-	
Critical Hdwy	-	-	-	7.54	-	-	-	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.54	-	-	-	-	-	
Follow-up Hdwy	-	-	-	3.52	-	-	-	-	3.32	
Pot Cap-1 Maneuver	0	-	0	923	0	0	0	0	987	
Stage 1	0	-	0	-	0	0	0	0	-	
Stage 2	0	-	0	939	0	0	0	0	-	
Platoon blocked, %		-								
Mov Cap-1 Maneuver	-	-	-	773	-	-	-	-	987	
Mov Cap-2 Maneuver	-	-	-	773	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	787	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	10.2	9.4
HCM LOS		B	A

Minor Lane/Major Mvmt	NBLn1	WBT	SBLn1
Capacity (veh/h)	773	-	987
HCM Lane V/C Ratio	0.108	-	0.162
HCM Control Delay (s)	10.2	-	9.4
HCM Lane LOS	B	-	A
HCM 95th %tile Q(veh)	0.4	-	0.6

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	28	16	419	58	44	278
Future Vol, veh/h	28	16	419	58	44	278
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	20	455	79	176	316

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1005	267	0	0	534	0
Stage 1	495	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	238	731	-	-	1030	-
Stage 1	578	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	731	-	-	1030	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	578	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0	3.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	1030	-
HCM Lane V/C Ratio	-	-	0.259	0.171	-
HCM Control Delay (s)	-	-	24.7	9.2	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1	0.6	-

Appendix F

Synchro Analysis- Future Conditions

Intersection	
Int Delay, s/veh	104.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	540	1647	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	824	-	-	910	1647	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 277	389	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 277	389	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	79.5
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.622	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 321.7	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	32.2	-

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

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	767	35	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	802	0	0	1837	1833	785	1836	1844	524
Stage 1	-	-	-	-	-	-	829	829	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	838	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	822	-	-	58	76	393	58	75	553
Stage 1	-	-	-	-	-	-	365	385	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	361	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	822	-	-	36	53	393	40	52	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	53	-	40	52	-
Stage 1	-	-	-	-	-	-	357	377	-	288	229	-
Stage 2	-	-	-	-	-	-	192	228	-	336	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.4	226.3	139.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	1037	-	-	822	-	-	57
HCM Lane V/C Ratio	0.919	0.021	-	-	0.288	-	-	0.617
HCM Control Delay (s)	226.3	8.5	-	-	11.1	-	-	139.9
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4	0.1	-	-	1.2	-	-	2.5

Intersection	
Int Delay, s/veh	1390.2

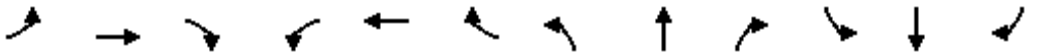
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	286	826	405	178	202
Future Vol, veh/h	355	286	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	311	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	386	0	2622	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	2236	-
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	-	0	1172	-	~ 26	662
Stage 1	-	0	-	-	687	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1172	-	~ 6	662
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.6	$ 7155.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	662	-	1172	-
HCM Lane V/C Ratio	32.246	0.332	-	0.766	-
HCM Control Delay (s)	$ 15260	13.1	-	17.3	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8	-

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)	1182	97	25	45	229	40	0	500	40	92	524	944
Future Volume (veh/h)	1182	97	25	45	229	40	0	500	40	92	524	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1378	0	0	87	297	58	0	568	58	130	616	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1366	717	0	49	167	185	0	434	44	123	619	925
Arrive On Green	0.38	0.00	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	419	1430	1585	0	3349	332	614	3096	1585
Grp Volume(v), veh/h	1378	0	0	384	0	58	0	309	317	390	356	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1849	0	1585	0	1777	1811	1840	1870	1585
Q Serve(g_s), s	46.0	0.0	0.0	14.0	0.0	4.0	0.0	16.0	16.0	24.0	22.6	24.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	14.0	0.0	4.0	0.0	16.0	16.0	24.0	22.6	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.33		1.00
Lane Grp Cap(c), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
V/C Ratio(X)	1.01	0.00	0.00	1.78	0.00	0.31	0.00	1.31	1.31	1.06	0.95	1.13
Avail Cap(c_a), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	53.0	0.0	48.6	0.0	52.0	52.0	48.0	47.4	15.4
Incr Delay (d2), s/veh	26.6	0.0	0.0	369.0	0.0	1.0	0.0	164.8	166.5	63.4	34.3	74.0
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	24.4	0.0	0.0	28.7	0.0	1.7	0.0	18.0	18.5	17.3	13.9	46.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	0.0	0.0	422.0	0.0	49.6	0.0	216.8	218.5	111.4	81.7	89.4
LnGrp LOS	F	A	A	F	A	D	A	F	F	F	F	F
Approach Vol, veh/h		1378			442			626			1795	
Approach Delay, s/veh		63.6			373.1			217.7			92.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		18.0		48.0		26.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			130.9									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	117	9	13	203	7	22	18	9	7	13	121
Future Vol, veh/h	43	117	9	13	203	7	22	18	9	7	13	121
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	144	21	30	282	14	29	29	15	21	30	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	165	0	0	695	611	155	626	614	289
Stage 1	-	-	-	-	-	-	255	255	-	349	349	-
Stage 2	-	-	-	-	-	-	440	356	-	277	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1413	-	-	357	409	891	397	407	750
Stage 1	-	-	-	-	-	-	749	696	-	667	633	-
Stage 2	-	-	-	-	-	-	596	629	-	729	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1413	-	-	254	381	891	349	379	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	381	-	349	379	-
Stage 1	-	-	-	-	-	-	716	665	-	638	617	-
Stage 2	-	-	-	-	-	-	442	613	-	656	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	18	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1265	-	-	1413	-	-	593
HCM Lane V/C Ratio	0.208	0.04	-	-	0.021	-	-	0.341
HCM Control Delay (s)	18	8	0	-	7.6	0	-	14.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	22	556
Future Vol, veh/h	56	7	553	34	22	556
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	29	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	234	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	656	-	-	909	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.9	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	909	-
HCM Lane V/C Ratio	-	-	0.44	0.032	-
HCM Control Delay (s)	-	-	30.9	9.1	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Intersection	
Int Delay, s/veh	145.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	425	1655	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	425	1655	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	525	1819	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	910	-	-	1158	1819	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	277	0	0	~ 189	333	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	277	-	-	~ 189	333	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	$ 780.9	0.2	158.5
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	333	-	-	277	189	~ 213	-
HCM Lane V/C Ratio	0.067	-	-	0.077	2.616	2.463	-
HCM Control Delay (s)	16.6	-	-	19.1	$ 780.9	$ 707.7	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	43.5	-

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

Intersection	
Int Delay, s/veh	53

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	773	58	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	831	0	0	1843	1821	802	1853	1839	462
Stage 1	-	-	-	-	-	-	930	930	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	973	959	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	801	-	-	58	77	384	57	75	600
Stage 1	-	-	-	-	-	-	321	346	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	303	335	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	801	-	-	~ 24	54	384	26	52	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	54	-	26	52	-
Stage 1	-	-	-	-	-	-	302	326	-	322	270	-
Stage 2	-	-	-	-	-	-	203	267	-	222	315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	3.4	$ 503	$ 387.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	1089	-	-	801	-	-	60
HCM Lane V/C Ratio	1.763	0.059	-	-	0.26	-	-	1.446
HCM Control Delay (s)	$ 503	8.5	-	-	11.1	-	-	$ 387.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.4	0.2	-	-	1	-	-	7.6

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

Intersection	
Int Delay, s/veh	3647

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	475	301	680	344	319	439
Future Vol, veh/h	475	301	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	363	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	546	0	2579	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	2033	-
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	-	0	1023	-	~ 28	538
Stage 1	-	0	-	-	580	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1023	-	~ 7	538
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	~ 29	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	$ 11439.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	538	-	1023	-
HCM Lane V/C Ratio	54.905	0.868	-	0.739	-
HCM Control Delay (s)	$ 25289.7	41.1	-	17.7	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.5	-	7	-

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)	1437	81	29	50	295	59	0	670	25	112	551	1227
Future Volume (veh/h)	1437	81	29	50	295	59	0	670	25	112	551	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1661	0	0	78	311	72	0	728	28	144	672	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1425	748	0	41	164	176	0	362	14	147	732	1010
Arrive On Green	0.40	0.00	0.00	0.11	0.11	0.11	0.00	0.10	0.10	0.24	0.24	0.24
Sat Flow, veh/h	3563	1870	0	371	1480	1585	0	3582	134	620	3090	1585
Grp Volume(v), veh/h	1661	0	0	389	0	72	0	371	385	427	389	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	1839	1870	1585
Q Serve(g_s), s	54.0	0.0	0.0	15.0	0.0	5.7	0.0	14.0	14.0	31.2	27.0	32.0
Cycle Q Clear(g_c), s	54.0	0.0	0.0	15.0	0.0	5.7	0.0	14.0	14.0	31.2	27.0	32.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.34		1.00
Lane Grp Cap(c), veh/h	1425	748	0	206	0	176	0	184	191	436	443	1010
V/C Ratio(X)	1.17	0.00	0.00	1.89	0.00	0.41	0.00	2.01	2.01	0.98	0.88	1.32
Avail Cap(c_a), veh/h	1425	748	0	206	0	176	0	184	191	436	443	1010
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	60.0	0.0	55.9	0.0	60.5	60.5	51.2	49.6	14.7
Incr Delay (d2), s/veh	82.5	0.0	0.0	418.6	0.0	1.5	0.0	473.8	473.7	37.7	17.7	151.5
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	39.4	0.0	0.0	31.0	0.0	2.4	0.0	30.6	31.8	18.7	14.7	77.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.0	0.0	0.0	478.6	0.0	57.4	0.0	534.3	534.2	88.9	67.3	166.2
LnGrp LOS	F	A	A	F	A	E	A	F	F	F	E	F
Approach Vol, veh/h		1661			461			756			2150	
Approach Delay, s/veh		123.0			412.8			534.3			133.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.0	59.0	37.0	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	14.0	54.0	32.0	15.0
Max Q Clear Time (g_c+I1), s	16.0	56.0	34.0	17.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	215.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

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	70	110	13	7	173	11	38	18	38	5	14	205
Future Vol, veh/h	70	110	13	7	173	11	38	18	38	5	14	205
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	122	37	28	208	22	58	36	51	7	35	223

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	159	0	0	717	599	141	631	606	219
Stage 1	-	-	-	-	-	-	313	313	-	275	275	-
Stage 2	-	-	-	-	-	-	404	286	-	356	331	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1420	-	-	345	415	907	394	411	821
Stage 1	-	-	-	-	-	-	698	657	-	731	683	-
Stage 2	-	-	-	-	-	-	623	675	-	661	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1420	-	-	217	377	907	321	373	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	377	-	321	373	-
Stage 1	-	-	-	-	-	-	648	610	-	679	667	-
Stage 2	-	-	-	-	-	-	420	659	-	546	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.8	22.6	13.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1338	-	-	1420	-	-	685
HCM Lane V/C Ratio	0.417	0.065	-	-	0.02	-	-	0.386
HCM Control Delay (s)	22.6	7.9	0	-	7.6	0	-	13.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0.2	-	-	0.1	-	-	1.8

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	7	572
Future Vol, veh/h	50	29	754	79	7	572
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	28	650

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1255	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	164	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	545	-	-	733	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	733	-
HCM Lane V/C Ratio	-	-	0.575	0.038	-
HCM Control Delay (s)	-	-	45	10.1	0.3
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	3.1	0.1	-

Intersection	
Int Delay, s/veh	109.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	910	1633	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 277	393	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 277	393	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	90.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.693	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 352	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	34.9	-

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

Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	616	23	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	616	23	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	790	35	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	825	0	0	1860	1856	808	1859	1867	524
Stage 1	-	-	-	-	-	-	852	852	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	861	869	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	805	-	-	56	74	381	56	73	553
Stage 1	-	-	-	-	-	-	354	376	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	350	369	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	805	-	-	34	51	381	38	50	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	34	51	-	38	50	-
Stage 1	-	-	-	-	-	-	347	368	-	288	227	-
Stage 2	-	-	-	-	-	-	190	226	-	326	361	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.5	252.7	153.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	49	1037	-	-	805	-	-	54
HCM Lane V/C Ratio	0.976	0.021	-	-	0.294	-	-	0.651
HCM Control Delay (s)	252.7	8.5	-	-	11.3	-	-	153.5
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.2	0.1	-	-	1.2	-	-	2.6

Intersection	
Int Delay, s/veh	1383.4

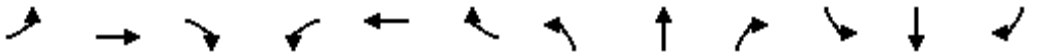
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	293	826	405	178	202
Future Vol, veh/h	365	293	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	318	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2633	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2236	-
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	-	0	1162	-	~ 26	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 6	652
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.9	$ 7155.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	652	-	1162	-
HCM Lane V/C Ratio	32.246	0.337	-	0.773	-
HCM Control Delay (s)	$ 15260	13.3	-	17.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8.2	-

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)	1437	81	29	50	295	59	0	500	40	0	598	944
Future Volume (veh/h)	1437	81	29	50	295	59	0	500	40	0	598	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1630	0	0	96	383	86	0	568	58	0	704	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1304	685	0	78	313	335	0	923	94	0	530	2059
Arrive On Green	0.37	0.00	0.00	0.21	0.21	0.21	0.00	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	3563	1870	0	371	1481	1585	0	3349	332	0	1870	3170
Grp Volume(v), veh/h	1630	0	0	479	0	86	0	309	317	0	704	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	35.5	0.0	0.0	20.5	0.0	4.4	0.0	14.7	14.7	0.0	27.5	16.8
Cycle Q Clear(g_c), s	35.5	0.0	0.0	20.5	0.0	4.4	0.0	14.7	14.7	0.0	27.5	16.8
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1304	685	0	391	0	335	0	504	513	0	530	2059
V/C Ratio(X)	1.25	0.00	0.00	1.22	0.00	0.26	0.00	0.61	0.62	0.00	1.33	0.51
Avail Cap(c_a), veh/h	1304	685	0	391	0	335	0	504	513	0	530	2059
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	38.3	0.0	31.9	0.0	30.1	30.2	0.0	34.8	8.9
Incr Delay (d2), s/veh	119.1	0.0	0.0	121.6	0.0	0.4	0.0	2.2	2.2	0.0	160.1	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	35.9	0.0	0.0	22.4	0.0	1.7	0.0	6.5	6.7	0.0	35.6	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.8	0.0	0.0	159.9	0.0	32.3	0.0	32.4	32.4	0.0	194.9	9.1
LnGrp LOS	F	A	A	F	A	C	A	C	C	A	F	A
Approach Vol, veh/h		1630			565			626			1753	
Approach Delay, s/veh		149.8			140.4			32.4			83.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		40.0		32.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		35.5		27.5		20.5				
Max Q Clear Time (g_c+I1), s		16.7		37.5		29.5		22.5				
Green Ext Time (p_c), s		0.7		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			107.3									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	54	4	13	203	7	22	18	9	7	13	121
Future Vol, veh/h	20	54	4	13	203	7	22	18	9	7	13	121
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	67	10	30	282	14	29	29	15	21	30	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	77	0	0	558	474	72	489	472	289
Stage 1	-	-	-	-	-	-	118	118	-	349	349	-
Stage 2	-	-	-	-	-	-	440	356	-	140	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1522	-	-	440	489	990	489	490	750
Stage 1	-	-	-	-	-	-	887	798	-	667	633	-
Stage 2	-	-	-	-	-	-	596	629	-	863	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1522	-	-	323	468	990	444	469	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	468	-	444	469	-
Stage 1	-	-	-	-	-	-	870	783	-	654	618	-
Stage 2	-	-	-	-	-	-	442	614	-	803	779	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	14.9	13.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	435	1265	-	-	1522	-	-	647
HCM Lane V/C Ratio	0.168	0.018	-	-	0.019	-	-	0.312
HCM Control Delay (s)	14.9	7.9	0	-	7.4	0	-	13.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.3

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	95	482
Future Vol, veh/h	56	7	553	34	95	482
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	127	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1171	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	656	-	-	909	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.8	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	909	-
HCM Lane V/C Ratio	-	-	0.643	0.139	-
HCM Control Delay (s)	-	-	58.8	9.6	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.5	-

Intersection	
Int Delay, s/veh	154.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	551	1803	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	902	-	-	1158	1803	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 189	338	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 189	338	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 780.9	0.2	178.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	189	~ 213	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.616	2.585	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 780.9	$ 761.8	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	46.6	-

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

Intersection	
Int Delay, s/veh	58.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	754	40	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	754	40	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	794	61	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	855	0	0	1866	1844	825	1875	1863	462
Stage 1	-	-	-	-	-	-	953	953	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	995	983	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	785	-	-	56	75	372	55	73	600
Stage 1	-	-	-	-	-	-	311	338	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	295	327	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	785	-	-	~ 22	52	372	24	50	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 22	52	-	24	50	-
Stage 1	-	-	-	-	-	-	293	318	-	322	268	-
Stage 2	-	-	-	-	-	-	202	265	-	214	308	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	3.4	$ 575.5	$ 424.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	1089	-	-	785	-	-	57
HCM Lane V/C Ratio	1.91	0.059	-	-	0.266	-	-	1.522
HCM Control Delay (s)	$ 575.5	8.5	-	-	11.2	-	-	$ 424.6
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.8	0.2	-	-	1.1	-	-	7.9

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

Intersection	
Int Delay, s/veh	3630.4

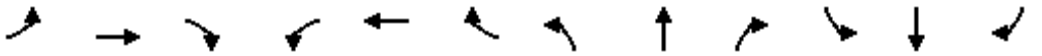
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	310	680	344	319	439
Future Vol, veh/h	486	310	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	559	373	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	559	0	2592	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	2033	-
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	-	0	1012	-	~ 28	529
Stage 1	-	0	-	-	572	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1012	-	~ 7	529
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	~ 28	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.8	$ 11440.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	529	-	1012	-
HCM Lane V/C Ratio	54.905	0.883	-	0.747	-
HCM Control Delay (s)	$ 25289.7	43.7	-	18.2	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.9	-	7.2	-

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)	1437	81	29	50	295	59	0	670	25	0	641	1227
Future Volume (veh/h)	1437	81	29	50	295	59	0	670	25	0	641	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1661	0	0	78	311	72	0	728	28	0	782	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1794	942	0	50	197	211	0	879	34	0	471	2395
Arrive On Green	0.50	0.00	0.00	0.13	0.13	0.13	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	371	1480	1585	0	3582	134	0	1870	3170
Grp Volume(v), veh/h	1661	0	0	389	0	72	0	371	385	0	782	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	58.5	0.0	0.0	18.0	0.0	5.6	0.0	26.6	26.6	0.0	34.0	24.0
Cycle Q Clear(g_c), s	58.5	0.0	0.0	18.0	0.0	5.6	0.0	26.6	26.6	0.0	34.0	24.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1794	942	0	247	0	211	0	448	465	0	471	2395
V/C Ratio(X)	0.93	0.00	0.00	1.58	0.00	0.34	0.00	0.83	0.83	0.00	1.66	0.56
Avail Cap(c_a), veh/h	1794	942	0	247	0	211	0	448	465	0	471	2395
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	58.5	0.0	53.1	0.0	47.7	47.7	0.0	50.5	7.0
Incr Delay (d2), s/veh	9.7	0.0	0.0	277.6	0.0	0.9	0.0	12.2	11.9	0.0	306.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	0.0	0.0	27.5	0.0	2.3	0.0	13.4	13.9	0.0	55.8	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	0.0	336.1	0.0	54.1	0.0	60.0	59.6	0.0	356.9	7.3
LnGrp LOS	D	A	A	F	A	D	A	E	E	A	F	A
Approach Vol, veh/h		1661			461			756			2116	
Approach Delay, s/veh		40.8			292.0			59.8			136.5	
Approach LOS		D			F			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		73.0		39.0		23.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		45.0		34.0		18.0				
Max Q Clear Time (g_c+I1), s		28.6		60.5		36.0		20.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			107.4									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	47	7	7	173	11	38	18	38	5	14	207
Future Vol, veh/h	27	47	7	7	173	11	38	18	38	5	14	207
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	52	20	28	208	22	58	36	51	7	35	225

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	72	0	0	533	414	62	447	413	219
Stage 1	-	-	-	-	-	-	128	128	-	275	275	-
Stage 2	-	-	-	-	-	-	405	286	-	172	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1528	-	-	458	529	1003	522	529	821
Stage 1	-	-	-	-	-	-	876	790	-	731	683	-
Stage 2	-	-	-	-	-	-	622	675	-	830	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1528	-	-	304	505	1003	452	505	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	304	505	-	452	505	-
Stage 1	-	-	-	-	-	-	853	769	-	712	669	-
Stage 2	-	-	-	-	-	-	419	661	-	732	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.8	16.2	12.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	464	1338	-	-	1528	-	-	745
HCM Lane V/C Ratio	0.311	0.025	-	-	0.018	-	-	0.358
HCM Control Delay (s)	16.2	7.8	0	-	7.4	0	-	12.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	148.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	97	482
Future Vol, veh/h	50	29	754	79	97	482
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	388	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	545	-	-	733	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2507.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	20	733	-
HCM Lane V/C Ratio	-	-	5.719	0.529	-
HCM Control Delay (s)	-	-	$ 2507.9	15.3	2.4
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	14.7	3.1	-

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

Intersection	
Int Delay, s/veh	127.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	490	1401	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	490	1401	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	636	1592	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	796	-	-	910	1592	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	330	0	0	~ 277	408	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	330	-	-	~ 277	408	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	127.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	408	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.911	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 447.3	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	43.4	-

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

Intersection	
Int Delay, s/veh	14.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	668	27	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	668	27	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	856	42	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	898	0	0	1929	1925	877	1929	1940	524
Stage 1	-	-	-	-	-	-	921	921	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	931	942	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	756	-	-	50	67	348	50	65	553
Stage 1	-	-	-	-	-	-	324	349	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	320	342	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	756	-	-	29	45	348	33	44	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	45	-	33	44	-
Stage 1	-	-	-	-	-	-	317	342	-	288	221	-
Stage 2	-	-	-	-	-	-	185	220	-	296	335	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.7	$ 333.7	188.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	1037	-	-	756	-	-	48
HCM Lane V/C Ratio	1.138	0.021	-	-	0.313	-	-	0.732
HCM Control Delay (s)	$ 333.7	8.5	-	-	11.9	-	-	188.2
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.6	0.1	-	-	1.3	-	-	2.9

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

Intersection	
Int Delay, s/veh	1642.5

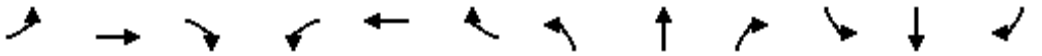
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	394	317	826	405	178	202
Future Vol, veh/h	394	317	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	428	345	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	428	0	2664	428
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	2236	-
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	-	0	1131	-	~ 25	627
Stage 1	-	0	-	-	657	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1131	-	~ 5	627
Mov Cap-2 Maneuver	-	-	-	-	~ 5	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	~ 18	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12.8	$ 8625.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	5	627	-	1131	-
HCM Lane V/C Ratio	38.696	0.35	-	0.794	-
HCM Control Delay (s)	$ 18397.5	13.8	-	19.1	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.3	1.6	-	8.9	-

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)	1182	97	25	45	229	40	0	500	40	0	542	944
Future Volume (veh/h)	1182	97	25	45	229	40	0	500	40	0	542	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1378	0	0	87	297	58	0	568	58	0	638	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1304	685	0	89	302	335	0	923	94	0	530	2059
Arrive On Green	0.37	0.00	0.00	0.21	0.21	0.21	0.00	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	3563	1870	0	419	1430	1585	0	3349	332	0	1870	3170
Grp Volume(v), veh/h	1378	0	0	384	0	58	0	309	317	0	638	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1849	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	35.5	0.0	0.0	20.0	0.0	2.9	0.0	14.7	14.7	0.0	27.5	16.8
Cycle Q Clear(g_c), s	35.5	0.0	0.0	20.0	0.0	2.9	0.0	14.7	14.7	0.0	27.5	16.8
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1304	685	0	391	0	335	0	504	513	0	530	2059
V/C Ratio(X)	1.06	0.00	0.00	0.98	0.00	0.17	0.00	0.61	0.62	0.00	1.20	0.51
Avail Cap(c_a), veh/h	1304	685	0	391	0	335	0	504	513	0	530	2059
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	0.0	38.1	0.0	31.3	0.0	30.1	30.2	0.0	34.8	8.9
Incr Delay (d2), s/veh	41.4	0.0	0.0	40.7	0.0	0.2	0.0	2.2	2.2	0.0	108.4	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	21.9	0.0	0.0	13.4	0.0	1.1	0.0	6.5	6.7	0.0	27.9	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	0.0	0.0	78.8	0.0	31.6	0.0	32.4	32.4	0.0	143.1	9.1
LnGrp LOS	F	A	A	E	A	C	A	C	C	A	F	A
Approach Vol, veh/h		1378			442			626			1687	
Approach Delay, s/veh		72.2			72.6			32.4			59.8	
Approach LOS		E			E			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		40.0		32.0		25.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.5		35.5		27.5		20.5				
Max Q Clear Time (g_c+I1), s		16.7		37.5		29.5		22.0				
Green Ext Time (p_c), s		0.7		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			61.1									
HCM 6th LOS			E									

Notes

User approved volume balancing among the lanes for turning movement.

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	20	54	4	13	203	7	22	18	9	7	13	124
Future Vol, veh/h	20	54	4	13	203	7	22	18	9	7	13	124
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	67	10	30	282	14	29	29	15	21	30	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	77	0	0	560	474	72	489	472	289
Stage 1	-	-	-	-	-	-	118	118	-	349	349	-
Stage 2	-	-	-	-	-	-	442	356	-	140	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1522	-	-	439	489	990	489	490	750
Stage 1	-	-	-	-	-	-	887	798	-	667	633	-
Stage 2	-	-	-	-	-	-	594	629	-	863	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1522	-	-	321	468	990	444	469	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	468	-	444	469	-
Stage 1	-	-	-	-	-	-	870	783	-	654	618	-
Stage 2	-	-	-	-	-	-	438	614	-	803	779	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	15	13.1
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	434	1265	-	-	1522	-	-	648
HCM Lane V/C Ratio	0.168	0.018	-	-	0.019	-	-	0.318
HCM Control Delay (s)	15	7.9	0	-	7.4	0	-	13.1
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.1	-	-	1.4

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	40	538
Future Vol, veh/h	56	7	553	34	40	538
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	53	578

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1053	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	222	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	656	-	-	909	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	594	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35.3	0	1.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	909	-
HCM Lane V/C Ratio	-	-	0.481	0.059	-
HCM Control Delay (s)	-	-	35.3	9.2	0.3
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-

Intersection	
Int Delay, s/veh	187.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	515	1597	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	515	1597	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	636	1755	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	878	-	-	1158	1755	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	291	0	0	~ 189	353	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	291	-	-	~ 189	353	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	$ 780.9	0.2	250
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	353	-	-	291	189	~ 213	-
HCM Lane V/C Ratio	0.063	-	-	0.073	2.616	2.985	-
HCM Control Delay (s)	15.9	-	-	18.3	$ 780.9	$ 939.9	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	57	-

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

Intersection	
Int Delay, s/veh	74.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	821	41	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	821	41	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	864	62	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	926	0	0	1936	1914	895	1946	1934	462
Stage 1	-	-	-	-	-	-	1023	1023	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	1066	1054	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	738	-	-	50	68	339	49	66	600
Stage 1	-	-	-	-	-	-	284	313	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	269	303	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	738	-	-	~ 18	46	339	~ 19	45	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	46	-	~ 19	45	-
Stage 1	-	-	-	-	-	-	267	295	-	322	262	-
Stage 2	-	-	-	-	-	-	196	259	-	190	285	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	3.6	$ 743.6	$ 588.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	51	1089	-	-	738	-	-	47
HCM Lane V/C Ratio	2.247	0.059	-	-	0.283	-	-	1.846
HCM Control Delay (s)	$ 743.6	8.5	-	-	11.8	-	-	$ 588.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	11.6	0.2	-	-	1.2	-	-	8.7

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

Intersection	
Int Delay, s/veh	4173.2

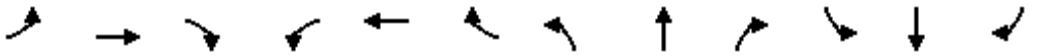
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	527	335	680	344	319	439
Future Vol, veh/h	527	335	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	606	404	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	606	0	2639	606
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	2033	-
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	-	0	972	-	~ 26	497
Stage 1	-	0	-	-	545	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	972	-	~ 6	497
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	~ 24	-

Approach	EB	WB	NB
HCM Control Delay, s	0	12	$ 13382.9
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	497	-	972	-
HCM Lane V/C Ratio	64.056	0.94	-	0.777	-
HCM Control Delay (s)	$ 29577.3	55.7	-	20.3	-
HCM Lane LOS	F	F	-	C	-
HCM 95th %tile Q(veh)	50.2	11.5	-	8.1	-

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)	1437	81	29	50	295	59	0	670	25	0	572	1227
Future Volume (veh/h)	1437	81	29	50	295	59	0	670	25	0	572	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1661	0	0	78	311	72	0	728	28	0	698	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1794	942	0	50	197	211	0	879	34	0	471	2395
Arrive On Green	0.50	0.00	0.00	0.13	0.13	0.13	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	371	1480	1585	0	3582	134	0	1870	3170
Grp Volume(v), veh/h	1661	0	0	389	0	72	0	371	385	0	698	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	58.5	0.0	0.0	18.0	0.0	5.6	0.0	26.6	26.6	0.0	34.0	24.0
Cycle Q Clear(g_c), s	58.5	0.0	0.0	18.0	0.0	5.6	0.0	26.6	26.6	0.0	34.0	24.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1794	942	0	247	0	211	0	448	465	0	471	2395
V/C Ratio(X)	0.93	0.00	0.00	1.58	0.00	0.34	0.00	0.83	0.83	0.00	1.48	0.56
Avail Cap(c_a), veh/h	1794	942	0	247	0	211	0	448	465	0	471	2395
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	0.0	58.5	0.0	53.1	0.0	47.7	47.7	0.0	50.5	7.0
Incr Delay (d2), s/veh	9.7	0.0	0.0	277.6	0.0	0.9	0.0	12.2	11.9	0.0	228.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.5	0.0	0.0	27.5	0.0	2.3	0.0	13.4	13.9	0.0	45.5	23.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	0.0	336.1	0.0	54.1	0.0	60.0	59.6	0.0	278.5	7.3
LnGrp LOS	D	A	A	F	A	D	A	E	E	A	F	A
Approach Vol, veh/h		1661			461			756			2032	
Approach Delay, s/veh		40.8			292.0			59.8			100.4	
Approach LOS		D			F			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		73.0		39.0		23.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		18.0		45.0		34.0		18.0				
Max Q Clear Time (g_c+I1), s		28.6		60.5		36.0		20.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			92.0									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

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	27	47	7	7	173	11	38	18	38	5	14	209
Future Vol, veh/h	27	47	7	7	173	11	38	18	38	5	14	209
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	52	20	28	208	22	58	36	51	7	35	227

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	72	0	0	534	414	62	447	413	219
Stage 1	-	-	-	-	-	-	128	128	-	275	275	-
Stage 2	-	-	-	-	-	-	406	286	-	172	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1528	-	-	457	529	1003	522	529	821
Stage 1	-	-	-	-	-	-	876	790	-	731	683	-
Stage 2	-	-	-	-	-	-	622	675	-	830	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1528	-	-	302	505	1003	452	505	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	302	505	-	452	505	-
Stage 1	-	-	-	-	-	-	853	769	-	712	669	-
Stage 2	-	-	-	-	-	-	417	661	-	732	762	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.8	16.3	12.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	462	1338	-	-	1528	-	-	745
HCM Lane V/C Ratio	0.312	0.025	-	-	0.018	-	-	0.361
HCM Control Delay (s)	16.3	7.8	0	-	7.4	0	-	12.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	1.6

Intersection	
Int Delay, s/veh	8.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	29	551
Future Vol, veh/h	50	29	754	79	29	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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	116	626

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1419	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	128	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	97	545	-	-	733	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	111.7	0	2.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	733	-
HCM Lane V/C Ratio	-	-	0.873	0.158	-
HCM Control Delay (s)	-	-	111.7	10.8	1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	5.6	0.6	-

Intersection	
Int Delay, s/veh	104.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	540	1647	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	824	-	-	910	1647	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 277	389	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 277	389	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	79.5
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.622	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 321.7	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	32.2	-

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

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	11	598	23	34	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	598	23	34	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	767	35	57	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	802	0	0	1477	1473	785	1476	1484	524
Stage 1	-	-	-	-	-	-	829	829	-	638	638	-
Stage 2	-	-	-	-	-	-	648	644	-	838	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	822	-	-	104	127	393	104	125	553
Stage 1	-	-	-	-	-	-	365	385	-	465	471	-
Stage 2	-	-	-	-	-	-	459	468	-	361	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	822	-	-	87	116	393	91	114	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	87	116	-	91	114	-
Stage 1	-	-	-	-	-	-	357	377	-	455	439	-
Stage 2	-	-	-	-	-	-	408	436	-	336	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	55.6	45.1
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	117	1037	-	-	822	-	-	124
HCM Lane V/C Ratio	0.409	0.021	-	-	0.069	-	-	0.284
HCM Control Delay (s)	55.6	8.5	-	-	9.7	-	-	45.1
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0.2	-	-	1.1

Intersection	
Int Delay, s/veh	2814.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	286	934	297	178	202
Future Vol, veh/h	355	286	934	297	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	311	1015	323	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	386	0	2739	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	2353	-
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	-	0	1172	-	~ 22	662
Stage 1	-	0	-	-	687	-
Stage 2	-	0	-	-	~ 76	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1172	-	~ 3	662
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	~ 10	-

Approach	EB	WB	NB
HCM Control Delay, s	0	18.1	$ 14503.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	3	662	-	1172	-
HCM Lane V/C Ratio	64.493	0.332	-	0.866	-
HCM Control Delay (s)	$ 30947.7	13.1	-	23.8	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.5	1.5	-	12	-

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)	1182	97	25	0	0	40	0	500	40	0	616	944
Future Volume (veh/h)	1182	97	25	0	0	40	0	500	40	0	616	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1378	0	0	0	0	58	0	568	58	0	725	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1656	869	0	0	0	71	0	1147	117	0	659	2590
Arrive On Green	0.46	0.00	0.00	0.00	0.00	0.04	0.00	0.35	0.35	0.00	0.35	0.35
Sat Flow, veh/h	3563	1870	0	0	0	1585	0	3349	332	0	1870	3170
Grp Volume(v), veh/h	1378	0	0	0	0	58	0	309	317	0	725	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	33.1	0.0	0.0	0.0	0.0	3.6	0.0	13.4	13.4	0.0	34.5	8.9
Cycle Q Clear(g_c), s	33.1	0.0	0.0	0.0	0.0	3.6	0.0	13.4	13.4	0.0	34.5	8.9
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1656	869	0	0	0	71	0	626	638	0	659	2590
V/C Ratio(X)	0.83	0.00	0.00	0.00	0.00	0.81	0.00	0.49	0.50	0.00	1.10	0.40
Avail Cap(c_a), veh/h	1656	869	0	0	0	89	0	626	638	0	659	2590
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	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	0.0	0.0	0.0	46.3	0.0	24.9	24.9	0.0	31.7	2.4
Incr Delay (d2), s/veh	5.1	0.0	0.0	0.0	0.0	35.1	0.0	0.6	0.6	0.0	65.6	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	14.0	0.0	0.0	0.0	0.0	2.1	0.0	5.7	5.8	0.0	26.8	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	0.0	0.0	0.0	81.5	0.0	25.5	25.5	0.0	97.3	2.5
LnGrp LOS	C	A	A	A	A	F	A	C	C	A	F	A
Approach Vol, veh/h		1378			58			626			1774	
Approach Delay, s/veh		27.9			81.5			25.5			41.3	
Approach LOS		C			F			C			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.0	50.0	39.0	8.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	16.5	45.5	34.5	5.5
Max Q Clear Time (g_c+I1), s	15.4	35.1	36.5	5.6
Green Ext Time (p_c), s	0.4	4.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	20	54	4	13	23	7	40	18	27	7	13	13
Future Vol, veh/h	20	54	4	13	23	7	40	18	27	7	13	13
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	67	10	30	32	14	53	29	44	21	30	16

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	46	0	0	77	0	0	240	224	72	254	222	39
Stage 1	-	-	-	-	-	-	118	118	-	99	99	-
Stage 2	-	-	-	-	-	-	122	106	-	155	123	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1562	-	-	1522	-	-	714	675	990	699	677	1033
Stage 1	-	-	-	-	-	-	887	798	-	907	813	-
Stage 2	-	-	-	-	-	-	882	807	-	847	794	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1562	-	-	1522	-	-	660	651	990	628	653	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	660	651	-	628	653	-
Stage 1	-	-	-	-	-	-	874	786	-	893	797	-
Stage 2	-	-	-	-	-	-	819	791	-	768	782	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	2.9	10.8	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	743	1562	-	-	1522	-	-	707
HCM Lane V/C Ratio	0.169	0.015	-	-	0.019	-	-	0.095
HCM Control Delay (s)	10.8	7.3	0	-	7.4	0	-	10.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	58	612
Future Vol, veh/h	56	7	553	34	58	612
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	77	658

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1141	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	194	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	168	656	-	-	909	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	507	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	47.9	0	1.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	186	909	-
HCM Lane V/C Ratio	-	-	0.577	0.085	-
HCM Control Delay (s)	-	-	47.9	9.3	0.5
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	3.1	0.3	-

Intersection	
Int Delay, s/veh	128.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1561	358	425	1541	0
Future Vol, veh/h	0	0	7	0	0	445	13	1561	358	425	1541	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1734	453	525	1693	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	847	-	-	1094	1693	0	0	2187	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	305	0	0	~ 209	373	-	-	~ 239	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	305	-	-	~ 209	373	-	-	~ 239	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.7	$ 665.3	0.2	138.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	373	-	-	305	209	~ 239	-
HCM Lane V/C Ratio	0.06	-	-	0.07	2.366	2.195	-
HCM Control Delay (s)	15.3	-	-	17.7	$ 665.3	$ 584.3	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	40.3	40.6	-

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

Intersection	
Int Delay, s/veh	10.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	734	38	34	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	734	38	34	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	773	58	42	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	831	0	0	1509	1487	802	1519	1505	462
Stage 1	-	-	-	-	-	-	930	930	-	546	546	-
Stage 2	-	-	-	-	-	-	579	557	-	973	959	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	801	-	-	99	124	384	97	121	600
Stage 1	-	-	-	-	-	-	321	346	-	522	518	-
Stage 2	-	-	-	-	-	-	501	512	-	303	335	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	801	-	-	68	111	384	63	108	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	111	-	63	108	-
Stage 1	-	-	-	-	-	-	302	326	-	491	491	-
Stage 2	-	-	-	-	-	-	420	485	-	222	315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.8	86.4	75.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	1089	-	-	801	-	-	130
HCM Lane V/C Ratio	0.785	0.059	-	-	0.052	-	-	0.668
HCM Control Delay (s)	86.4	8.5	-	-	9.7	-	-	75.8
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.9	0.2	-	-	0.2	-	-	3.6

Intersection	
Int Delay, s/veh	8760.1

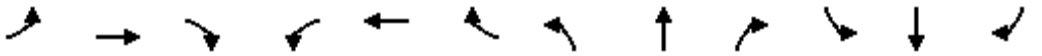
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	475	301	815	209	319	439
Future Vol, veh/h	475	301	815	209	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	363	906	317	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	546	0	2675	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	2129	-
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	-	0	1023	-	~ 24	538
Stage 1	-	0	-	-	580	-
Stage 2	-	0	-	-	~ 99	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1023	-	~ 3	538
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	~ 11	-

Approach	EB	WB	NB
HCM Control Delay, s	0	20.9	$ 26924.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	3	538	-	1023	-
HCM Lane V/C Ratio	128.112	0.868	-	0.885	-
HCM Control Delay (s)	$ 59590.5	41.1	-	28.2	-
HCM Lane LOS	F	E	-	D	-
HCM 95th %tile Q(veh)	50.5	9.5	-	12.5	-

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)	1437	81	29	0	0	59	0	670	25	0	662	1227
Future Volume (veh/h)	1437	81	29	0	0	59	0	670	25	0	662	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1661	0	0	0	0	72	0	728	28	0	807	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1634	858	0	0	0	80	0	1248	48	0	669	2588
Arrive On Green	0.46	0.00	0.00	0.00	0.00	0.05	0.00	0.36	0.36	0.00	0.36	0.36
Sat Flow, veh/h	3563	1870	0	0	0	1585	0	3582	134	0	1870	3170
Grp Volume(v), veh/h	1661	0	0	0	0	72	0	371	385	0	807	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	0	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	50.0	0.0	0.0	0.0	0.0	4.9	0.0	18.5	18.5	0.0	39.0	14.5
Cycle Q Clear(g_c), s	50.0	0.0	0.0	0.0	0.0	4.9	0.0	18.5	18.5	0.0	39.0	14.5
Prop In Lane	1.00		0.00	0.00		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1634	858	0	0	0	80	0	636	661	0	669	2588
V/C Ratio(X)	1.02	0.00	0.00	0.00	0.00	0.90	0.00	0.58	0.58	0.00	1.21	0.52
Avail Cap(c_a), veh/h	1634	858	0	0	0	80	0	636	661	0	669	2588
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	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	0.0	0.0	51.5	0.0	28.4	28.4	0.0	35.0	3.2
Incr Delay (d2), s/veh	26.4	0.0	0.0	0.0	0.0	68.1	0.0	1.4	1.3	0.0	106.4	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	26.0	0.0	0.0	0.0	0.0	3.5	0.0	8.1	8.4	0.0	36.8	18.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	0.0	0.0	0.0	0.0	119.6	0.0	29.8	29.7	0.0	141.4	3.3
LnGrp LOS	F	A	A	A	A	F	A	C	C	A	F	A
Approach Vol, veh/h		1661			72			756			2141	
Approach Delay, s/veh		55.9			119.6			29.7			55.4	
Approach LOS		E			F			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		55.0		44.0		10.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		4.5				
Max Green Setting (Gmax), s		21.0		50.0		39.0		5.5				
Max Q Clear Time (g_c+I1), s		20.5		52.0		41.0		6.9				
Green Ext Time (p_c), s		0.3		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			52.4									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	27	47	7	7	11	11	56	18	56	5	14	25
Future Vol, veh/h	27	47	7	7	11	11	56	18	56	5	14	25
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	52	20	28	13	22	85	36	75	7	35	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	35	0	0	72	0	0	239	219	62	264	218	24
Stage 1	-	-	-	-	-	-	128	128	-	80	80	-
Stage 2	-	-	-	-	-	-	111	91	-	184	138	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1576	-	-	1528	-	-	715	679	1003	689	680	1052
Stage 1	-	-	-	-	-	-	876	790	-	929	828	-
Stage 2	-	-	-	-	-	-	894	820	-	818	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1576	-	-	1528	-	-	648	651	1003	592	652	1052
Mov Cap-2 Maneuver	-	-	-	-	-	-	648	651	-	592	652	-
Stage 1	-	-	-	-	-	-	857	773	-	909	812	-
Stage 2	-	-	-	-	-	-	818	804	-	706	765	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.3	3.3	11.5	10.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	750	1576	-	-	1528	-	-	758
HCM Lane V/C Ratio	0.261	0.021	-	-	0.018	-	-	0.091
HCM Control Delay (s)	11.5	7.3	0	-	7.4	0	-	10.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	19.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	43	648
Future Vol, veh/h	50	29	754	79	43	648
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	172	736

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1586	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	99	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 60	545	-	-	733	-
Mov Cap-2 Maneuver	~ 60	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	270	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 310.5	0	3.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	84	733	-
HCM Lane V/C Ratio	-	-	1.362	0.235	-
HCM Control Delay (s)	-	-	$ 310.5	11.4	1.5
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	8.7	0.9	-

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

Intersection	
Int Delay, s/veh	123.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	353	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	353	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	464	540	1647	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	824	-	-	973	1647	0	0	1946	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 252	389	-	-	~ 297	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 252	389	-	-	~ 297	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 623.1	0	101.5
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	252	~ 297	-
HCM Lane V/C Ratio	-	-	-	-	2.288	1.819	-
HCM Control Delay (s)	0	-	-	0	$ 623.1	$ 410.9	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	45.3	36	-

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

Intersection	
Int Delay, s/veh	15.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	659	59	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	659	59	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	845	91	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	936	0	0	1943	1939	891	1942	1978	524
Stage 1	-	-	-	-	-	-	935	935	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	944	980	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	732	-	-	49	65	341	49	62	553
Stage 1	-	-	-	-	-	-	318	344	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	315	328	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	732	-	-	~ 27	43	341	32	41	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 27	43	-	32	41	-
Stage 1	-	-	-	-	-	-	311	337	-	288	218	-
Stage 2	-	-	-	-	-	-	182	216	-	291	321	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.8	$ 379.5	210.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	39	1037	-	-	732	-	-	45
HCM Lane V/C Ratio	1.226	0.021	-	-	0.323	-	-	0.781
HCM Control Delay (s)	$ 379.5	8.5	-	-	12.2	-	-	210.6
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4.8	0.1	-	-	1.4	-	-	3.1

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

Intersection	
Int Delay, s/veh	1390.2

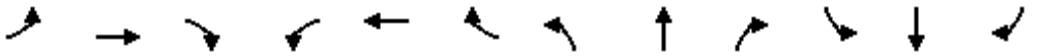
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	347	826	405	178	202
Future Vol, veh/h	355	347	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	377	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	386	0	2622	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	2236	-
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	-	0	1172	-	~ 26	662
Stage 1	-	0	-	-	687	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1172	-	~ 6	662
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.6	$ 7155.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	662	-	1172	-
HCM Lane V/C Ratio	32.246	0.332	-	0.766	-
HCM Control Delay (s)	$ 15260	13.1	-	17.3	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8	-

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)	1245	0	25	45	229	40	0	500	0	0	616	944
Future Volume (veh/h)	1245	0	25	45	229	40	0	500	0	0	616	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1331	0	0	87	297	58	0	568	0	0	725	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	1383	726	0	101	361	73	0	1165	0	0	613	2270
Arrive On Green	0.39	0.00	0.00	0.15	0.15	0.15	0.00	0.33	0.00	0.00	0.33	0.33
Sat Flow, veh/h	3563	1870	0	683	2438	496	0	3741	0	0	1870	3170
Grp Volume(v), veh/h	1331	0	0	234	0	208	0	568	0	0	725	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1836	0	1781	0	1777	0	0	1870	1585
Q Serve(g_s), s	36.2	0.0	0.0	12.3	0.0	11.2	0.0	12.7	0.0	0.0	32.5	13.9
Cycle Q Clear(g_c), s	36.2	0.0	0.0	12.3	0.0	11.2	0.0	12.7	0.0	0.0	32.5	13.9
Prop In Lane	1.00		0.00	0.37		0.28	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1383	726	0	272	0	263	0	1165	0	0	613	2270
V/C Ratio(X)	0.96	0.00	0.00	0.86	0.00	0.79	0.00	0.49	0.00	0.00	1.18	0.46
Avail Cap(c_a), veh/h	1383	726	0	287	0	278	0	1165	0	0	613	2270
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	0.0	0.0	41.3	0.0	40.8	0.0	26.7	0.0	0.0	33.3	6.0
Incr Delay (d2), s/veh	16.7	0.0	0.0	21.6	0.0	13.6	0.0	0.3	0.0	0.0	98.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.0	0.0	7.2	0.0	5.9	0.0	5.4	0.0	0.0	30.8	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	0.0	0.0	62.9	0.0	54.4	0.0	27.0	0.0	0.0	131.5	6.1
LnGrp LOS	D	A	A	E	A	D	A	C	A	A	F	A
Approach Vol, veh/h		1331			442			568			1774	
Approach Delay, s/veh		46.4			58.9			27.0			57.4	
Approach LOS		D			E			C			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		43.0		37.0		19.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		15.5		38.5		32.5		15.5				
Max Q Clear Time (g_c+I1), s		14.7		38.2		34.5		14.3				
Green Ext Time (p_c), s		0.3		0.2		0.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay	49.8	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	203	7	40	18	0	0	13	139
Future Vol, veh/h	0	0	0	13	203	7	40	18	0	0	13	139
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	30	282	14	53	29	0	0	30	174

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	0	0	0	216	356	-	-	349	148	
Stage 1	-	-	-	0	0	-	-	349	-	
Stage 2	-	-	-	216	356	-	-	0	-	
Critical Hdwy	4.14	-	-	7.54	6.54	-	-	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	
Follow-up Hdwy	2.22	-	-	3.52	4.02	-	-	4.02	3.32	
Pot Cap-1 Maneuver	-	-	-	722	568	0	0	574	872	
Stage 1	-	-	-	-	-	0	0	632	-	
Stage 2	-	-	-	766	628	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	-	-	-	555	568	-	-	574	872	
Mov Cap-2 Maneuver	-	-	-	555	568	-	-	574	-	
Stage 1	-	-	-	-	-	-	-	632	-	
Stage 2	-	-	-	585	628	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s		12.5	10.9
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	560	-	-	-	811
HCM Lane V/C Ratio	0.147	-	-	-	0.251
HCM Control Delay (s)	12.5	-	-	-	10.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	74	40	630
Future Vol, veh/h	56	7	553	74	40	630
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	94	53	677

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1128	365	0	0	730	0
Stage 1	683	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	198	632	-	-	870	-
Stage 1	463	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	179	632	-	-	870	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.2	0	1.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	197	870	-
HCM Lane V/C Ratio	-	-	0.545	0.061	-
HCM Control Delay (s)	-	-	43.2	9.4	0.4
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	2.9	0.2	-

Intersection	
Int Delay, s/veh	163.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	439	425	1655	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	439	425	1655	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	556	525	1819	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	910	-	-	1209	1819	0	0	2418	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	277	0	0	~ 175	333	-	-	~ 193	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	277	-	-	~ 175	333	-	-	~ 193	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	$ 877.7	0.2	184.8
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	333	-	-	277	175	~ 193	-
HCM Lane V/C Ratio	0.067	-	-	0.077	2.825	2.719	-
HCM Control Delay (s)	16.6	-	-	19.1	$ 877.7	$ 825.5	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	44.1	45.8	-

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

Intersection	
Int Delay, s/veh	73.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	779	74	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	779	74	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	820	112	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	932	0	0	1917	1895	876	1927	1940	462
Stage 1	-	-	-	-	-	-	1004	1004	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	1047	1060	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	734	-	-	51	70	348	50	65	600
Stage 1	-	-	-	-	-	-	291	320	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	276	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	734	-	-	~ 18	47	348	~ 20	44	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 18	47	-	~ 20	44	-
Stage 1	-	-	-	-	-	-	274	301	-	322	261	-
Stage 2	-	-	-	-	-	-	196	258	-	197	283	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	3.6	$ 743.6	$ 568.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	51	1089	-	-	734	-	-	48
HCM Lane V/C Ratio	2.247	0.059	-	-	0.284	-	-	1.808
HCM Control Delay (s)	$ 743.6	8.5	-	-	11.8	-	-	$ 568.5
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	11.6	0.2	-	-	1.2	-	-	8.6

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

Intersection	
Int Delay, s/veh	3647

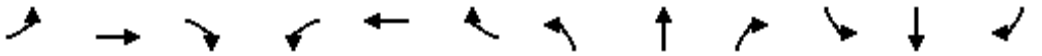
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	475	346	680	344	319	439
Future Vol, veh/h	475	346	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	417	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	546	0	2579	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	2033	-
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	-	0	1023	-	~ 28	538
Stage 1	-	0	-	-	580	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1023	-	~ 7	538
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	~ 29	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	$ 11439.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	538	-	1023	-
HCM Lane V/C Ratio	54.905	0.868	-	0.739	-
HCM Control Delay (s)	$ 25289.7	41.1	-	17.7	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.5	-	7	-

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)	1489	0	29	50	295	59	0	670	0	0	662	1227
Future Volume (veh/h)	1489	0	29	50	295	59	0	670	0	0	662	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	0	0	1870	1870
Adj Flow Rate, veh/h	1652	0	0	78	311	72	0	728	0	0	807	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	0	0	2	2
Cap, veh/h	1348	708	0	64	253	271	0	1121	0	0	590	2199
Arrive On Green	0.38	0.00	0.00	0.17	0.17	0.17	0.00	0.32	0.00	0.00	0.32	0.32
Sat Flow, veh/h	3563	1870	0	371	1480	1585	0	3741	0	0	1870	3170
Grp Volume(v), veh/h	1652	0	0	389	0	72	0	728	0	0	807	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	0	0	1870	1585
Q Serve(g_s), s	42.0	0.0	0.0	19.0	0.0	4.4	0.0	19.6	0.0	0.0	35.0	24.7
Cycle Q Clear(g_c), s	42.0	0.0	0.0	19.0	0.0	4.4	0.0	19.6	0.0	0.0	35.0	24.7
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h	1348	708	0	317	0	271	0	1121	0	0	590	2199
V/C Ratio(X)	1.23	0.00	0.00	1.23	0.00	0.27	0.00	0.65	0.00	0.00	1.37	0.61
Avail Cap(c_a), veh/h	1348	708	0	317	0	271	0	1121	0	0	590	2199
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	0.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	34.5	0.0	0.0	46.0	0.0	39.9	0.0	32.7	0.0	0.0	38.0	9.0
Incr Delay (d2), s/veh	108.3	0.0	0.0	127.0	0.0	0.5	0.0	1.3	0.0	0.0	176.4	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	37.7	0.0	0.0	19.9	0.0	1.8	0.0	8.7	0.0	0.0	44.4	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.8	0.0	0.0	173.0	0.0	40.5	0.0	34.1	0.0	0.0	214.4	9.5
LnGrp LOS	F	A	A	F	A	D	A	C	A	A	F	A
Approach Vol, veh/h		1652			461			728			2141	
Approach Delay, s/veh		142.8			152.3			34.1			86.7	
Approach LOS		F			F			C			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		47.0		40.0		24.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		19.0		42.0		35.0		19.0				
Max Q Clear Time (g_c+I1), s		21.6		44.0		37.0		21.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	103.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	7	173	11	56	18	0	0	14	223
Future Vol, veh/h	0	0	0	7	173	11	56	18	0	0	14	223
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	28	208	22	85	36	0	0	35	242

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	0	0	0	178	286	-	-	275	115	
Stage 1	-	-	-	0	0	-	-	275	-	
Stage 2	-	-	-	178	286	-	-	0	-	
Critical Hdwy	4.14	-	-	7.54	6.54	-	-	6.54	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	5.54	-	
Critical Hdwy Stg 2	-	-	-	6.54	5.54	-	-	-	-	
Follow-up Hdwy	2.22	-	-	3.52	4.02	-	-	4.02	3.32	
Pot Cap-1 Maneuver	-	-	-	768	622	0	0	631	916	
Stage 1	-	-	-	-	-	0	0	681	-	
Stage 2	-	-	-	806	674	0	0	-	-	
Platoon blocked, %		-	-							
Mov Cap-1 Maneuver	-	-	-	541	622	-	-	631	916	
Mov Cap-2 Maneuver	-	-	-	541	622	-	-	631	-	
Stage 1	-	-	-	-	-	-	-	681	-	
Stage 2	-	-	-	562	674	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s		13.1	11.1
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	563	-	-	-	867
HCM Lane V/C Ratio	0.215	-	-	-	0.32
HCM Control Delay (s)	13.1	-	-	-	11.1
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.4

Intersection	
Int Delay, s/veh	9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	104	25	666
Future Vol, veh/h	50	29	754	104	25	666
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	142	100	757

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1470	481	0	0	962	0
Stage 1	891	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	118	531	-	-	711	-
Stage 1	361	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	89	531	-	-	711	-
Mov Cap-2 Maneuver	89	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	135.6	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	121	711	-
HCM Lane V/C Ratio	-	-	0.945	0.141	-
HCM Control Delay (s)	-	-	135.6	10.9	1
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	6.1	0.5	-

Intersection	
Int Delay, s/veh	104.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	540	1647	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	824	-	-	910	1647	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 277	389	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 277	389	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	79.5
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.622	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 321.7	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	32.2	-

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

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	767	35	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	802	0	0	1837	1833	785	1836	1844	524
Stage 1	-	-	-	-	-	-	829	829	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	838	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	822	-	-	58	76	393	58	75	553
Stage 1	-	-	-	-	-	-	365	385	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	361	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	822	-	-	36	53	393	40	52	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	53	-	40	52	-
Stage 1	-	-	-	-	-	-	357	377	-	288	229	-
Stage 2	-	-	-	-	-	-	192	228	-	336	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.4	226.3	139.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	1037	-	-	822	-	-	57
HCM Lane V/C Ratio	0.919	0.021	-	-	0.288	-	-	0.617
HCM Control Delay (s)	226.3	8.5	-	-	11.1	-	-	139.9
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4	0.1	-	-	1.2	-	-	2.5

Intersection	
Int Delay, s/veh	1390.2

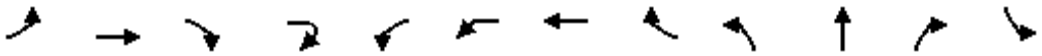
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	286	826	405	178	202
Future Vol, veh/h	355	286	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	386	311	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	386	0	2622	386
Stage 1	-	-	-	-	386	-
Stage 2	-	-	-	-	2236	-
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	-	0	1172	-	~ 26	662
Stage 1	-	0	-	-	687	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1172	-	~ 6	662
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.6	$ 7155.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	662	-	1172	-
HCM Lane V/C Ratio	32.246	0.332	-	0.766	-
HCM Control Delay (s)	$ 15260	13.1	-	17.3	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8	-

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



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	2	3	28	45	229	3	40	2	500	40	92
Future Volume (vph)	22	2	3	28	45	229	3	40	2	500	40	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		5.0	5.0			5.0		
Lane Util. Factor		0.95		0.95		1.00	1.00			0.95		
Frt		0.97		0.85		1.00	0.86			0.99		
Flt Protected		0.96		1.00		0.95	1.00			1.00		
Satd. Flow (prot)		1658		1504		1770	1597			3490		
Flt Permitted		0.79		1.00		0.74	1.00			0.74		
Satd. Flow (perm)		1361		1504		1369	1597			2580		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.52	0.77	0.92	0.69	0.92	0.88	0.69	0.71
Adj. Flow (vph)	24	2	3	30	87	297	3	58	2	568	58	130
RTOR Reduction (vph)	0	3	0	23	0	0	49	0	0	6	0	0
Lane Group Flow (vph)	0	29	0	4	0	384	12	0	0	622	0	0
Turn Type	Perm	NA		Perm	Perm	Perm	NA		Perm	NA		Split
Protected Phases		8					8			2		6
Permitted Phases	8			8	8	8			2			
Actuated Green, G (s)		18.0		18.0		18.0	18.0			16.0		
Effective Green, g (s)		18.0		18.0		18.0	18.0			16.0		
Actuated g/C Ratio		0.15		0.15		0.15	0.15			0.13		
Clearance Time (s)		5.0		5.0		5.0	5.0			5.0		
Vehicle Extension (s)		3.0		3.0		3.0	3.0			3.0		
Lane Grp Cap (vph)		204		225		205	239			344		
v/s Ratio Prot							0.01					
v/s Ratio Perm		0.02		0.00		c0.28				c0.24		
v/c Ratio		0.14		0.02		1.87	0.05			1.81		
Uniform Delay, d1		44.3		43.5		51.0	43.7			52.0		
Progression Factor		1.00		1.00		1.00	1.00			1.00		
Incremental Delay, d2		0.3		0.0		410.9	0.1			374.9		
Delay (s)		44.6		43.5		461.9	43.8			426.9		
Level of Service		D		D		F	D			F		
Approach Delay (s)		44.1					404.6			426.9		
Approach LOS		D					F			F		

Intersection Summary			
HCM 2000 Control Delay	406.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	151.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	524	944	39	43	1182	97	25
Future Volume (vph)	524	944	39	43	1182	97	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0	
Lane Util. Factor	0.91	0.91			1.00	0.95	
Frt	0.94	0.85			1.00	0.85	
Flt Protected	0.99	1.00			0.95	1.00	
Satd. Flow (prot)	3166	1441			1772	1504	
Flt Permitted	0.99	1.00			0.96	1.00	
Satd. Flow (perm)	3166	1441			1777	1504	
Peak-hour factor, PHF	0.85	0.90	0.92	0.92	0.96	0.61	0.70
Adj. Flow (vph)	616	1049	42	47	1231	159	36
RTOR Reduction (vph)	0	26	0	0	0	70	0
Lane Group Flow (vph)	1260	551	0	0	1294	109	0
Turn Type	NA	pt+ov		D.Pm	Prot	Prot	
Protected Phases	6	6 4			4	4	
Permitted Phases				4			
Actuated Green, G (s)	23.0	71.0			43.0	43.0	
Effective Green, g (s)	23.0	71.0			43.0	43.0	
Actuated g/C Ratio	0.19	0.59			0.36	0.36	
Clearance Time (s)	5.0				5.0	5.0	
Vehicle Extension (s)	3.0				3.0	3.0	
Lane Grp Cap (vph)	606	852			636	538	
v/s Ratio Prot	c0.40	0.38				0.07	
v/s Ratio Perm					c0.73		
v/c Ratio	2.08	0.65			2.03	0.20	
Uniform Delay, d1	48.5	16.2			38.5	26.6	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	491.3	1.7			471.1	0.8	
Delay (s)	539.8	17.9			509.6	27.5	
Level of Service	F	B			F	C	
Approach Delay (s)	375.9				451.0		
Approach LOS	F				F		

Intersection Summary

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	43	117	9	13	203	7	22	18	9	7	13	121
Future Vol, veh/h	43	117	9	13	203	7	22	18	9	7	13	121
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	144	21	30	282	14	29	29	15	21	30	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	296	0	0	165	0	0	695	611	155	626	614	289
Stage 1	-	-	-	-	-	-	255	255	-	349	349	-
Stage 2	-	-	-	-	-	-	440	356	-	277	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1413	-	-	357	409	891	397	407	750
Stage 1	-	-	-	-	-	-	749	696	-	667	633	-
Stage 2	-	-	-	-	-	-	596	629	-	729	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1265	-	-	1413	-	-	254	381	891	349	379	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	254	381	-	349	379	-
Stage 1	-	-	-	-	-	-	716	665	-	638	617	-
Stage 2	-	-	-	-	-	-	442	613	-	656	659	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.7	18	14.2
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1265	-	-	1413	-	-	593
HCM Lane V/C Ratio	0.208	0.04	-	-	0.021	-	-	0.341
HCM Control Delay (s)	18	8	0	-	7.6	0	-	14.2
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.1	-	-	1.5

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	22	556
Future Vol, veh/h	56	7	553	34	22	556
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	29	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1015	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	234	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	679	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	656	-	-	909	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	646	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.9	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	244	909	-
HCM Lane V/C Ratio	-	-	0.44	0.032	-
HCM Control Delay (s)	-	-	30.9	9.1	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Intersection	
Int Delay, s/veh	145.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	425	1655	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	425	1655	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	525	1819	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	910	-	-	1158	1819	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	277	0	0	~ 189	333	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	277	-	-	~ 189	333	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	$ 780.9	0.2	158.5
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	333	-	-	277	189	~ 213	-
HCM Lane V/C Ratio	0.067	-	-	0.077	2.616	2.463	-
HCM Control Delay (s)	16.6	-	-	19.1	$ 780.9	$ 707.7	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	43.5	-

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

Intersection	
Int Delay, s/veh	53

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	773	58	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	831	0	0	1843	1821	802	1853	1839	462
Stage 1	-	-	-	-	-	-	930	930	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	973	959	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	801	-	-	58	77	384	57	75	600
Stage 1	-	-	-	-	-	-	321	346	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	303	335	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	801	-	-	~ 24	54	384	26	52	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	54	-	26	52	-
Stage 1	-	-	-	-	-	-	302	326	-	322	270	-
Stage 2	-	-	-	-	-	-	203	267	-	222	315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	3.4	$ 503	$ 387.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	1089	-	-	801	-	-	60
HCM Lane V/C Ratio	1.763	0.059	-	-	0.26	-	-	1.446
HCM Control Delay (s)	$ 503	8.5	-	-	11.1	-	-	$ 387.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.4	0.2	-	-	1	-	-	7.6

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

Intersection	
Int Delay, s/veh	3647

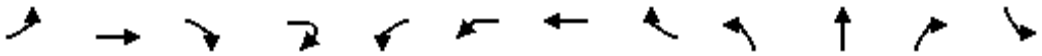
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	475	301	680	344	319	439
Future Vol, veh/h	475	301	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	363	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	546	0	2579	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	2033	-
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	-	0	1023	-	~ 28	538
Stage 1	-	0	-	-	580	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1023	-	~ 7	538
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	~ 29	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	$ 11439.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	538	-	1023	-
HCM Lane V/C Ratio	54.905	0.868	-	0.739	-
HCM Control Delay (s)	$ 25289.7	41.1	-	17.7	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.5	-	7	-

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



Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	39	3	6	38	50	295	2	59	2	670	25	112
Future Volume (vph)	39	3	6	38	50	295	2	59	2	670	25	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0			5.0	5.0			5.0		
Lane Util. Factor		1.00	1.00			1.00	1.00			0.95		
Frt		1.00	0.85			1.00	0.85			0.99		
Flt Protected		0.96	1.00			0.95	1.00			1.00		
Satd. Flow (prot)		1780	1583			1770	1591			3519		
Flt Permitted		0.70	1.00			0.73	1.00			0.75		
Satd. Flow (perm)		1303	1583			1356	1591			2646		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.64	0.95	0.92	0.82	0.92	0.92	0.88	0.78
Adj. Flow (vph)	42	3	7	41	78	311	2	72	2	728	28	144
RTOR Reduction (vph)	0	0	42	0	0	0	62	0	0	2	0	0
Lane Group Flow (vph)	0	45	6	0	0	389	12	0	0	756	0	0
Turn Type	Perm	NA	Perm		Perm	Perm	NA		Perm	NA		Split
Protected Phases		8					8			2		6
Permitted Phases	8		8		8	8			2			
Actuated Green, G (s)		18.0	18.0			18.0	18.0			18.0		
Effective Green, g (s)		18.0	18.0			18.0	18.0			18.0		
Actuated g/C Ratio		0.13	0.13			0.13	0.13			0.13		
Clearance Time (s)		5.0	5.0			5.0	5.0			5.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0			3.0		
Lane Grp Cap (vph)		173	211			180	212			352		
v/s Ratio Prot							0.01					
v/s Ratio Perm		0.03	0.00			c0.29				c0.29		
v/c Ratio		0.26	0.03			2.16	0.05			2.15		
Uniform Delay, d1		52.5	50.9			58.5	51.1			58.5		
Progression Factor		1.00	1.00			1.00	1.00			1.00		
Incremental Delay, d2		0.8	0.1			540.5	0.1			526.2		
Delay (s)		53.3	51.0			599.0	51.2			584.7		
Level of Service		D	D			F	D			F		
Approach Delay (s)		52.1					511.4			584.7		
Approach LOS		D					F			F		

Intersection Summary			
HCM 2000 Control Delay	528.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.29		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	177.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBT	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations							
Traffic Volume (vph)	551	1227	37	38	1437	81	29
Future Volume (vph)	551	1227	37	38	1437	81	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0	
Lane Util. Factor	0.91	0.91			1.00	0.95	
Frt	0.93	0.85			1.00	0.85	
Flt Protected	1.00	1.00			0.95	1.00	
Satd. Flow (prot)	3144	1441			1773	1504	
Flt Permitted	1.00	1.00			0.96	1.00	
Satd. Flow (perm)	3144	1441			1793	1504	
Peak-hour factor, PHF	0.82	0.92	0.92	0.92	0.92	0.89	0.80
Adj. Flow (vph)	672	1334	40	41	1562	91	36
RTOR Reduction (vph)	0	22	0	0	0	60	0
Lane Group Flow (vph)	1496	672	0	0	1612	58	0
Turn Type	NA	pt+ov		D.Pm	Prot	Prot	
Protected Phases	6	6 4			4	4	
Permitted Phases				4			
Actuated Green, G (s)	27.0	84.0			52.0	52.0	
Effective Green, g (s)	27.0	84.0			52.0	52.0	
Actuated g/C Ratio	0.20	0.62			0.39	0.39	
Clearance Time (s)	5.0				5.0	5.0	
Vehicle Extension (s)	3.0				3.0	3.0	
Lane Grp Cap (vph)	628	896			690	579	
v/s Ratio Prot	c0.48	0.47				0.04	
v/s Ratio Perm					c0.90		
v/c Ratio	2.38	0.75			2.34	0.10	
Uniform Delay, d1	54.0	18.1			41.5	26.5	
Progression Factor	1.00	1.00			1.00	1.00	
Incremental Delay, d2	626.9	3.6			605.8	0.3	
Delay (s)	680.9	21.6			647.3	26.9	
Level of Service	F	C			F	C	
Approach Delay (s)	472.0				605.0		
Approach LOS	F				F		

Intersection Summary

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	70	110	13	7	173	11	38	18	38	5	14	205
Future Vol, veh/h	70	110	13	7	173	11	38	18	38	5	14	205
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	122	37	28	208	22	58	36	51	7	35	223

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	230	0	0	159	0	0	717	599	141	631	606	219
Stage 1	-	-	-	-	-	-	313	313	-	275	275	-
Stage 2	-	-	-	-	-	-	404	286	-	356	331	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1338	-	-	1420	-	-	345	415	907	394	411	821
Stage 1	-	-	-	-	-	-	698	657	-	731	683	-
Stage 2	-	-	-	-	-	-	623	675	-	661	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1338	-	-	1420	-	-	217	377	907	321	373	821
Mov Cap-2 Maneuver	-	-	-	-	-	-	217	377	-	321	373	-
Stage 1	-	-	-	-	-	-	648	610	-	679	667	-
Stage 2	-	-	-	-	-	-	420	659	-	546	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.8	0.8	22.6	13.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1338	-	-	1420	-	-	685
HCM Lane V/C Ratio	0.417	0.065	-	-	0.02	-	-	0.386
HCM Control Delay (s)	22.6	7.9	0	-	7.6	0	-	13.5
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2	0.2	-	-	0.1	-	-	1.8

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	7	572
Future Vol, veh/h	50	29	754	79	7	572
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	28	650

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1255	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	164	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	154	545	-	-	733	-
Mov Cap-2 Maneuver	154	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	199	733	-
HCM Lane V/C Ratio	-	-	0.575	0.038	-
HCM Control Delay (s)	-	-	45	10.1	0.3
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	3.1	0.1	-

Intersection	
Int Delay, s/veh	106.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1271	257	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1271	257	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1495	338	540	1647	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	824	-	-	917	1647	0	0	1833	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 274	389	-	-	~ 329	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 274	389	-	-	~ 329	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 538.8	0	81.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	274	~ 329	-
HCM Lane V/C Ratio	-	-	-	-	2.104	1.642	-
HCM Control Delay (s)	0	-	-	0	$ 538.8	$ 330.6	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.9	32.6	-

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

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	767	35	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	802	0	0	1837	1833	785	1836	1844	524
Stage 1	-	-	-	-	-	-	829	829	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	838	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	822	-	-	58	76	393	58	75	553
Stage 1	-	-	-	-	-	-	365	385	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	361	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	822	-	-	36	53	393	40	52	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	53	-	40	52	-
Stage 1	-	-	-	-	-	-	357	377	-	288	229	-
Stage 2	-	-	-	-	-	-	192	228	-	336	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.4	226.3	139.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	1037	-	-	822	-	-	57
HCM Lane V/C Ratio	0.919	0.021	-	-	0.288	-	-	0.617
HCM Control Delay (s)	226.3	8.5	-	-	11.1	-	-	139.9
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4	0.1	-	-	1.2	-	-	2.5

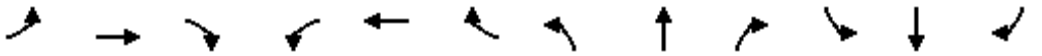
Intersection	
Int Delay, s/veh	11.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	286	826	405	0	405
Future Vol, veh/h	355	286	826	405	0	405
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	160	450	-	-	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	386	311	898	440	0	440

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	386	0	-	386
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1172	-	0	662
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1172	-	-	662
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.6	20.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	662	-	1172	-
HCM Lane V/C Ratio	0.665	-	0.766	-
HCM Control Delay (s)	20.6	-	17.3	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	5	-	8	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1182	97	25	68	347	59	0	500	40	92	524	944
Future Volume (veh/h)	1182	97	25	68	347	59	0	500	40	92	524	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1378	0	0	131	451	86	0	568	58	130	616	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1366	717	0	49	167	185	0	434	44	123	619	925
Arrive On Green	0.38	0.00	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	416	1433	1585	0	3349	332	614	3096	1585
Grp Volume(v), veh/h	1378	0	0	582	0	86	0	309	317	390	356	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	1840	1870	1585
Q Serve(g_s), s	46.0	0.0	0.0	14.0	0.0	6.1	0.0	16.0	16.0	24.0	22.6	24.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	14.0	0.0	6.1	0.0	16.0	16.0	24.0	22.6	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.33		1.00
Lane Grp Cap(c), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
V/C Ratio(X)	1.01	0.00	0.00	2.70	0.00	0.47	0.00	1.31	1.31	1.06	0.95	1.13
Avail Cap(c_a), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	53.0	0.0	49.5	0.0	52.0	52.0	48.0	47.4	15.4
Incr Delay (d2), s/veh	26.6	0.0	0.0	776.8	0.0	1.8	0.0	164.8	166.5	63.4	34.3	74.0
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	24.4	0.0	0.0	53.1	0.0	2.5	0.0	18.0	18.5	17.3	13.9	46.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	0.0	0.0	829.8	0.0	51.3	0.0	216.8	218.5	111.4	81.7	89.4
LnGrp LOS	F	A	A	F	A	D	A	F	F	F	F	F
Approach Vol, veh/h		1378			668			626			1795	
Approach Delay, s/veh		63.6			729.5			217.7			92.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		18.0		48.0		26.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	196.4	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

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	43	117	9	23	365	13	22	18	9	7	13	121
Future Vol, veh/h	43	117	9	23	365	13	22	18	9	7	13	121
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	144	21	52	507	26	29	29	15	21	30	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	165	0	0	970	892	155	901	889	520
Stage 1	-	-	-	-	-	-	255	255	-	624	624	-
Stage 2	-	-	-	-	-	-	715	637	-	277	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1035	-	-	1413	-	-	233	281	891	259	282	556
Stage 1	-	-	-	-	-	-	749	696	-	473	478	-
Stage 2	-	-	-	-	-	-	422	471	-	729	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	1413	-	-	143	252	891	214	253	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	252	-	214	253	-
Stage 1	-	-	-	-	-	-	709	659	-	448	453	-
Stage 2	-	-	-	-	-	-	272	447	-	649	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.7	29.8	21.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	1035	-	-	1413	-	-	414
HCM Lane V/C Ratio	0.336	0.048	-	-	0.037	-	-	0.488
HCM Control Delay (s)	29.8	8.7	0	-	7.6	0	-	21.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.1	-	-	2.6

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	22	580
Future Vol, veh/h	56	7	553	34	22	580
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	29	624

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1028	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	230	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	219	656	-	-	909	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.6	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	240	909	-
HCM Lane V/C Ratio	-	-	0.447	0.032	-
HCM Control Delay (s)	-	-	31.6	9.1	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Intersection	
Int Delay, s/veh	152

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1699	364	425	1655	0
Future Vol, veh/h	0	0	7	0	0	445	13	1699	364	425	1655	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1888	461	525	1819	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	910	-	-	1175	1819	0	0	2349	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	277	0	0	~ 184	333	-	-	~ 206	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	277	-	-	~ 184	333	-	-	~ 206	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	$ 813.8	0.2	167.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	333	-	-	277	184	~ 206	-
HCM Lane V/C Ratio	0.067	-	-	0.077	2.687	2.547	-
HCM Control Delay (s)	16.6	-	-	19.1	$ 813.8	$ 746.3	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	43.1	44.3	-

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

Intersection	
Int Delay, s/veh	53

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	773	58	209	451	22	29	21	64	21	29	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	473	0	0	831	0	0	1843	1821	802	1853	1839	462
Stage 1	-	-	-	-	-	-	930	930	-	880	880	-
Stage 2	-	-	-	-	-	-	913	891	-	973	959	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	801	-	-	58	77	384	57	75	600
Stage 1	-	-	-	-	-	-	321	346	-	342	365	-
Stage 2	-	-	-	-	-	-	328	361	-	303	335	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1089	-	-	801	-	-	~ 24	54	384	26	52	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 24	54	-	26	52	-
Stage 1	-	-	-	-	-	-	302	326	-	322	270	-
Stage 2	-	-	-	-	-	-	203	267	-	222	315	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	3.4	$ 503	$ 387.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	65	1089	-	-	801	-	-	60
HCM Lane V/C Ratio	1.763	0.059	-	-	0.26	-	-	1.446
HCM Control Delay (s)	$ 503	8.5	-	-	11.1	-	-	$ 387.1
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	10.4	0.2	-	-	1	-	-	7.6

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

Intersection	
Int Delay, s/veh	82.6

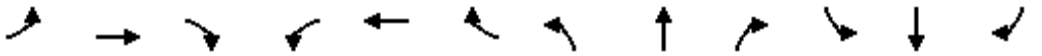
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑		↱
Traffic Vol, veh/h	475	301	680	344	0	756
Future Vol, veh/h	475	301	680	344	0	756
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	None
Storage Length	-	160	450	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	363	756	521	0	804

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	546	0	-	546
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.218	-	-	3.318
Pot Cap-1 Maneuver	-	0	1023	-	0	~ 538
Stage 1	-	0	-	-	0	-
Stage 2	-	0	-	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1023	-	-	~ 538
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.5	253
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT
Capacity (veh/h)	538	-	1023	-
HCM Lane V/C Ratio	1.495	-	0.739	-
HCM Control Delay (s)	253	-	17.7	-
HCM Lane LOS	F	-	C	-
HCM 95th %tile Q(veh)	40.7	-	7	-

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)	1437	81	29	86	506	101	0	670	25	112	551	1227
Future Volume (veh/h)	1437	81	29	86	506	101	0	670	25	112	551	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1661	0	0	134	533	123	0	728	28	144	672	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1425	748	0	41	164	176	0	362	14	147	732	1010
Arrive On Green	0.40	0.00	0.00	0.11	0.11	0.11	0.00	0.10	0.10	0.24	0.24	0.24
Sat Flow, veh/h	3563	1870	0	372	1480	1585	0	3582	134	620	3090	1585
Grp Volume(v), veh/h	1661	0	0	667	0	123	0	371	385	427	389	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	1839	1870	1585
Q Serve(g_s), s	54.0	0.0	0.0	15.0	0.0	10.1	0.0	14.0	14.0	31.2	27.0	32.0
Cycle Q Clear(g_c), s	54.0	0.0	0.0	15.0	0.0	10.1	0.0	14.0	14.0	31.2	27.0	32.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.34		1.00
Lane Grp Cap(c), veh/h	1425	748	0	206	0	176	0	184	191	436	443	1010
V/C Ratio(X)	1.17	0.00	0.00	3.24	0.00	0.70	0.00	2.01	2.01	0.98	0.88	1.32
Avail Cap(c_a), veh/h	1425	748	0	206	0	176	0	184	191	436	443	1010
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	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	60.0	0.0	57.8	0.0	60.5	60.5	51.2	49.6	14.7
Incr Delay (d2), s/veh	82.5	0.0	0.0	1021.3	0.0	11.5	0.0	473.8	473.7	37.7	17.7	151.5
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	39.4	0.0	0.0	65.5	0.0	4.6	0.0	30.6	31.8	18.7	14.7	77.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.0	0.0	0.0	1081.3	0.0	69.3	0.0	534.3	534.2	88.9	67.3	166.2
LnGrp LOS	F	A	A	F	A	E	A	F	F	F	E	F
Approach Vol, veh/h		1661			790			756			2150	
Approach Delay, s/veh		123.0			923.7			534.3			133.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.0		59.0		37.0		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		16.0		56.0		34.0		17.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			303.1									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

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	70	110	13	20	461	29	38	18	38	5	14	205
Future Vol, veh/h	70	110	13	20	461	29	38	18	38	5	14	205
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	122	37	80	555	58	58	36	51	7	35	223

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	0	159	0	0	1186	1086	141	1100	1075	584
Stage 1	-	-	-	-	-	-	313	313	-	744	744	-
Stage 2	-	-	-	-	-	-	873	773	-	356	331	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	966	-	-	1420	-	-	166	216	907	190	220	512
Stage 1	-	-	-	-	-	-	698	657	-	407	421	-
Stage 2	-	-	-	-	-	-	345	409	-	661	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	966	-	-	1420	-	-	69	178	907	132	181	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	178	-	132	181	-
Stage 1	-	-	-	-	-	-	630	593	-	367	385	-
Stage 2	-	-	-	-	-	-	162	374	-	529	582	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.2	0.9	170.8	31.8
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	132	966	-	-	1420	-	-	389
HCM Lane V/C Ratio	1.093	0.089	-	-	0.056	-	-	0.68
HCM Control Delay (s)	170.8	9.1	0	-	7.7	0	-	31.8
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	8.2	0.3	-	-	0.2	-	-	4.9

Intersection	
Int Delay, s/veh	3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	7	608
Future Vol, veh/h	50	29	754	79	7	608
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	28	691

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1276	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	402	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	158	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	545	-	-	733	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	48.1	0	0.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	192	733	-
HCM Lane V/C Ratio	-	-	0.596	0.038	-
HCM Control Delay (s)	-	-	48.1	10.1	0.3
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	3.3	0.1	-

Intersection	
Int Delay, s/veh	106.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1271	257	416	1449	0
Future Vol, veh/h	0	0	0	0	0	490	0	1271	257	416	1449	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1495	338	540	1647	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	824	-	-	917	1647	0	0	1833	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	316	0	0	~ 274	389	-	-	~ 329	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	316	-	-	~ 274	389	-	-	~ 329	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 538.8	0	81.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	389	-	-	-	274	~ 329	-
HCM Lane V/C Ratio	-	-	-	-	2.104	1.642	-
HCM Control Delay (s)	0	-	-	0	$ 538.8	$ 330.6	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.9	32.6	-

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

Intersection	
Int Delay, s/veh	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	4
Future Vol, veh/h	11	598	23	142	419	5	11	4	9	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	767	35	237	517	13	29	4	15	14	13	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	530	0	0	802	0	0	1837	1833	785	1836	1844	524
Stage 1	-	-	-	-	-	-	829	829	-	998	998	-
Stage 2	-	-	-	-	-	-	1008	1004	-	838	846	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	822	-	-	58	76	393	58	75	553
Stage 1	-	-	-	-	-	-	365	385	-	294	322	-
Stage 2	-	-	-	-	-	-	290	320	-	361	378	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1037	-	-	822	-	-	36	53	393	40	52	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	53	-	40	52	-
Stage 1	-	-	-	-	-	-	357	377	-	288	229	-
Stage 2	-	-	-	-	-	-	192	228	-	336	370	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	3.4	226.3	139.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	52	1037	-	-	822	-	-	57
HCM Lane V/C Ratio	0.919	0.021	-	-	0.288	-	-	0.617
HCM Control Delay (s)	226.3	8.5	-	-	11.1	-	-	139.9
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	4	0.1	-	-	1.2	-	-	2.5



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	355	286	0	405	178	0
Future Volume (veh/h)	355	286	0	405	178	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	386	311	0	440	193	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	551	467	0	551	0	0
Arrive On Green	0.29	0.29	0.00	0.29	0.51	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	386	311	0	440	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	8.3	7.8	0.0	9.8	0.0	0.0
Cycle Q Clear(g_c), s	8.3	7.8	0.0	9.8	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	551	467	0	551	0	0
V/C Ratio(X)	0.70	0.67	0.00	0.80	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.94	0.00	0.00
Uniform Delay (d), s/veh	14.1	13.9	0.0	14.7	0.0	0.0
Incr Delay (d2), s/veh	1.8	1.6	0.0	4.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.6	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.9	15.6	0.0	18.8	0.0	0.0
LnGrp LOS	B	B	A	B	A	A
Approach Vol, veh/h	697			440	0	
Approach Delay, s/veh	15.8			18.8	0.0	
Approach LOS	B			B		

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		27.3		17.7		17.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		10.3		11.8
Green Ext Time (p_c), s		0.0		2.3		1.5

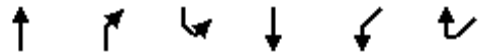
Intersection Summary		
HCM 6th Ctrl Delay	16.9	
HCM 6th LOS	B	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	355	0	0	405	0	405
Future Volume (veh/h)	355	0	0	405	0	405
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	386	0	0	440	0	440
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	0	2
Cap, veh/h	510	0	914	1670	0	0
Arrive On Green	0.27	0.00	0.00	0.89	0.00	0.00
Sat Flow, veh/h	1870	0	1781	1870	0	
Grp Volume(v), veh/h	386	0	0	440	0.0	
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870		
Q Serve(g_s), s	7.9	0.0	0.0	1.4		
Cycle Q Clear(g_c), s	7.9	0.0	0.0	1.4		
Prop In Lane		0.00	1.00			
Lane Grp Cap(c), veh/h	510	0	914	1670		
V/C Ratio(X)	0.76	0.00	0.00	0.26		
Avail Cap(c_a), veh/h	802	0	914	1670		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.75	0.00	0.00	1.00		
Uniform Delay (d), s/veh	14.0	0.0	0.0	0.3		
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	0.0	0.0	0.4		
LnGrp LOS	B	A	A	A		
Approach Vol, veh/h	386			440		
Approach Delay, s/veh	15.8			0.4		
Approach LOS	B			A		

Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			26.1	15.9		42.0
Change Period (Y+Rc), s			4.5	4.5		4.5
Max Green Setting (Gmax), s			5.0	18.0		27.5
Max Q Clear Time (g_c+I1), s			0.0	9.9		3.4
Green Ext Time (p_c), s			0.0	1.5		3.0

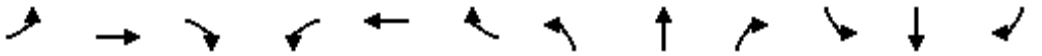
Intersection Summary	
HCM 6th Ctrl Delay	7.6
HCM 6th LOS	A



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	405	0	286	826	0
Future Volume (veh/h)	0	405	0	286	826	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	0	440	0	311	898	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	601	509	0	601	0	0
Arrive On Green	0.00	0.32	0.00	0.32	0.40	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	0	440	0	311	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	0.0	11.7	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.7	0.0	6.1	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	601	509	0	601	0	0
V/C Ratio(X)	0.00	0.86	0.00	0.52	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.00	0.00
Uniform Delay (d), s/veh	0.0	14.4	0.0	12.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	10.1	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.0	0.0	2.2	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	24.4	0.0	13.1	0.0	0.0
LnGrp LOS	A	C	A	B	A	A
Approach Vol, veh/h	440			311	0	
Approach Delay, s/veh	24.4			13.1	0.0	
Approach LOS	C			B		

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	18.9				18.9	22.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	18.0				18.0	18.0
Max Q Clear Time (g_c+I1), s	13.7				8.1	0.0
Green Ext Time (p_c), s	0.7				1.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1182	97	25	68	347	59	0	500	40	92	524	944
Future Volume (veh/h)	1182	97	25	68	347	59	0	500	40	92	524	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1378	0	0	131	451	86	0	568	58	130	616	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1366	717	0	49	167	185	0	434	44	123	619	925
Arrive On Green	0.38	0.00	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	416	1433	1585	0	3349	332	614	3096	1585
Grp Volume(v), veh/h	1378	0	0	582	0	86	0	309	317	390	356	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1850	0	1585	0	1777	1811	1840	1870	1585
Q Serve(g_s), s	46.0	0.0	0.0	14.0	0.0	6.1	0.0	16.0	16.0	24.0	22.6	24.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	14.0	0.0	6.1	0.0	16.0	16.0	24.0	22.6	24.0
Prop In Lane	1.00		0.00	0.23		1.00	0.00		0.18	0.33		1.00
Lane Grp Cap(c), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
V/C Ratio(X)	1.01	0.00	0.00	2.70	0.00	0.47	0.00	1.31	1.31	1.06	0.95	1.13
Avail Cap(c_a), veh/h	1366	717	0	216	0	185	0	237	241	368	374	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	53.0	0.0	49.5	0.0	52.0	52.0	48.0	47.4	15.4
Incr Delay (d2), s/veh	26.6	0.0	0.0	776.8	0.0	1.8	0.0	164.8	166.5	63.4	34.3	74.0
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	24.4	0.0	0.0	53.1	0.0	2.5	0.0	18.0	18.5	17.3	13.9	46.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.6	0.0	0.0	829.8	0.0	51.3	0.0	216.8	218.5	111.4	81.7	89.4
LnGrp LOS	F	A	A	F	A	D	A	F	F	F	F	F
Approach Vol, veh/h		1378			668			626			1795	
Approach Delay, s/veh		63.6			729.5			217.7			92.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		18.0		48.0		26.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	196.4	
HCM 6th LOS	F	

Notes

User approved volume balancing among the lanes for turning movement.

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	43	117	9	23	365	13	22	18	9	7	13	121
Future Vol, veh/h	43	117	9	23	365	13	22	18	9	7	13	121
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	144	21	52	507	26	29	29	15	21	30	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	165	0	0	970	892	155	901	889	520
Stage 1	-	-	-	-	-	-	255	255	-	624	624	-
Stage 2	-	-	-	-	-	-	715	637	-	277	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1035	-	-	1413	-	-	233	281	891	259	282	556
Stage 1	-	-	-	-	-	-	749	696	-	473	478	-
Stage 2	-	-	-	-	-	-	422	471	-	729	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1035	-	-	1413	-	-	143	252	891	214	253	556
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	252	-	214	253	-
Stage 1	-	-	-	-	-	-	709	659	-	448	453	-
Stage 2	-	-	-	-	-	-	272	447	-	649	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.7	29.8	21.7
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	217	1035	-	-	1413	-	-	414
HCM Lane V/C Ratio	0.336	0.048	-	-	0.037	-	-	0.488
HCM Control Delay (s)	29.8	8.7	0	-	7.6	0	-	21.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.4	0.2	-	-	0.1	-	-	2.6

Intersection	
Int Delay, s/veh	2.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	22	580
Future Vol, veh/h	56	7	553	34	22	580
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	29	624

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1028	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	370	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	230	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	219	656	-	-	909	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	636	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.6	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	240	909	-
HCM Lane V/C Ratio	-	-	0.447	0.032	-
HCM Control Delay (s)	-	-	31.6	9.1	0.2
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	2.1	0.1	-

Intersection	
Int Delay, s/veh	193.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1699	364	425	1655	0
Future Vol, veh/h	0	0	7	0	0	445	13	1699	364	425	1655	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	524	52	1999	479	552	1881	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	941	-	-	1239	1881	0	0	2478	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	264	0	0	~ 167	315	-	-	~ 183	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	264	-	-	~ 167	315	-	-	~ 183	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	$ 1017.9	0.4	217.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	315	-	-	264	167	~ 183	-
HCM Lane V/C Ratio	0.165	-	-	0.029	3.135	3.016	-
HCM Control Delay (s)	18.7	-	-	19	$ 1017.9	$ 960.5	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.6	-	-	0.1	48.6	50.2	-

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

Intersection	
Int Delay, s/veh	77.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
Future Vol, veh/h	32	734	38	169	365	22	20	9	43	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	941	58	282	451	58	53	10	69	18	53	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	509	0	0	999	0	0	2189	2171	970	2182	2171	480
Stage 1	-	-	-	-	-	-	1098	1098	-	1044	1044	-
Stage 2	-	-	-	-	-	-	1091	1073	-	1138	1127	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1056	-	-	693	-	-	~ 33	47	307	33	~ 47	586
Stage 1	-	-	-	-	-	-	258	289	-	277	306	-
Stage 2	-	-	-	-	-	-	260	297	-	245	280	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1056	-	-	693	-	-	-	26	307	~ 12	~ 26	586
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	26	-	~ 12	~ 26	-
Stage 1	-	-	-	-	-	-	242	271	-	260	181	-
Stage 2	-	-	-	-	-	-	102	176	-	172	263	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	4.9		$ 1420.6
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1056	-	-	693	-	-	31
HCM Lane V/C Ratio	-	0.061	-	-	0.406	-	-	3.569
HCM Control Delay (s)	-	8.6	-	-	13.7	-	-	$ 1420.6
HCM Lane LOS	-	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	0.2	-	-	2	-	-	13.1

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



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	475	301	0	344	319	0
Future Volume (veh/h)	475	301	0	344	319	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	516	327	0	374	347	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	637	540	0	637	0	0
Arrive On Green	0.34	0.34	0.00	0.34	0.46	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	516	327	0	374	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	11.3	7.7	0.0	7.4	0.0	0.0
Cycle Q Clear(g_c), s	11.3	7.7	0.0	7.4	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	637	540	0	637	0	0
V/C Ratio(X)	0.81	0.61	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.95	0.00	0.00
Uniform Delay (d), s/veh	13.5	12.3	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	5.8	1.2	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	2.5	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3	13.6	0.0	13.1	0.0	0.0
LnGrp LOS	B	B	A	B	A	A
Approach Vol, veh/h	843			374	0	
Approach Delay, s/veh	17.1			13.1	0.0	
Approach LOS	B			B		

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		25.2		19.8		19.8
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		0.0		13.3		9.4
Green Ext Time (p_c), s		0.0		2.0		1.5

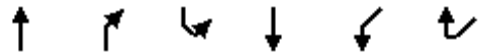
Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	475	0	680	344	0	756
Future Volume (veh/h)	475	0	680	344	0	756
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	0	1870	1870	0	1870
Adj Flow Rate, veh/h	516	0	739	374	0	822
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	0	2
Cap, veh/h	632	0	797	1670	0	0
Arrive On Green	0.34	0.00	0.45	0.89	0.00	0.00
Sat Flow, veh/h	1870	0	1781	1870	0	
Grp Volume(v), veh/h	516	0	739	374	0.0	
Grp Sat Flow(s),veh/h/ln	1870	0	1781	1870		
Q Serve(g_s), s	10.6	0.0	16.5	1.1		
Cycle Q Clear(g_c), s	10.6	0.0	16.5	1.1		
Prop In Lane		0.00	1.00			
Lane Grp Cap(c), veh/h	632	0	797	1670		
V/C Ratio(X)	0.82	0.00	0.93	0.22		
Avail Cap(c_a), veh/h	802	0	797	1670		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.57	0.00	1.00	1.00		
Uniform Delay (d), s/veh	12.7	0.0	11.0	0.3		
Incr Delay (d2), s/veh	3.1	0.0	16.8	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.1	0.0	8.5	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	0.0	27.7	0.4		
LnGrp LOS	B	A	C	A		
Approach Vol, veh/h	516			1113		
Approach Delay, s/veh	15.8			18.5		
Approach LOS	B			B		

Timer - Assigned Phs			3	4		8
Phs Duration (G+Y+Rc), s			23.3	18.7		42.0
Change Period (Y+Rc), s			4.5	4.5		4.5
Max Green Setting (Gmax), s			5.0	18.0		27.5
Max Q Clear Time (g_c+I1), s			18.5	12.6		3.1
Green Ext Time (p_c), s			0.0	1.6		2.5

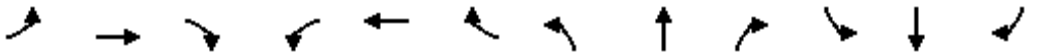
Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B



Movement	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	0	756	0	301	680	0
Future Volume (veh/h)	0	756	0	301	680	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	0	822	0	327	739	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	748	634	0	748	0	0
Arrive On Green	0.00	0.40	0.00	0.40	0.40	0.00
Sat Flow, veh/h	1870	1585	0	1870	0	0
Grp Volume(v), veh/h	0	822	0	327	0	0
Grp Sat Flow(s),veh/h/ln	1870	1585	0	1870	0	0
Q Serve(g_s), s	0.0	18.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.0	0.0	5.7	0.0	0.0
Prop In Lane		1.00	0.00		0.00	0.00
Lane Grp Cap(c), veh/h	748	634	0	748	0	0
V/C Ratio(X)	0.00	1.30	0.00	0.44	0.00	0.00
Avail Cap(c_a), veh/h	748	634	0	748	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.91	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.5	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	144.9	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	30.6	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	158.4	0.0	10.2	0.0	0.0
LnGrp LOS	A	F	A	B	A	A
Approach Vol, veh/h	822			327	0	
Approach Delay, s/veh	158.4			10.2	0.0	
Approach LOS	F			B		

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	22.5				22.5	22.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	18.0				18.0	18.0
Max Q Clear Time (g_c+I1), s	20.0				7.7	0.0
Green Ext Time (p_c), s	0.0				1.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	116.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1437	81	29	86	506	101	0	670	25	112	551	1227
Future Volume (veh/h)	1437	81	29	86	506	101	0	670	25	112	551	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1630	0	0	165	657	146	0	761	36	158	648	1363
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	2	2	2
Cap, veh/h	1366	717	0	43	173	185	0	461	22	137	604	925
Arrive On Green	0.38	0.00	0.00	0.12	0.12	0.12	0.00	0.13	0.13	0.20	0.20	0.20
Sat Flow, veh/h	3563	1870	0	372	1480	1585	0	3548	163	687	3019	1585
Grp Volume(v), veh/h	1630	0	0	822	0	146	0	391	406	422	384	1363
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1841	1836	1870	1585
Q Serve(g_s), s	46.0	0.0	0.0	14.0	0.0	10.8	0.0	16.0	16.0	24.0	24.0	24.0
Cycle Q Clear(g_c), s	46.0	0.0	0.0	14.0	0.0	10.8	0.0	16.0	16.0	24.0	24.0	24.0
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.09	0.37		1.00
Lane Grp Cap(c), veh/h	1366	717	0	216	0	185	0	237	245	367	374	925
V/C Ratio(X)	1.19	0.00	0.00	3.80	0.00	0.79	0.00	1.65	1.65	1.15	1.03	1.47
Avail Cap(c_a), veh/h	1366	717	0	216	0	185	0	237	245	367	374	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	0.0	0.0	53.0	0.0	51.6	0.0	52.0	52.0	48.0	48.0	15.4
Incr Delay (d2), s/veh	94.6	0.0	0.0	1273.4	0.0	20.2	0.0	311.5	311.2	94.1	53.5	219.2
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	37.2	0.0	0.0	83.0	0.0	5.3	0.0	27.7	28.6	20.4	16.6	84.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.6	0.0	0.0	1326.4	0.0	71.7	0.0	363.5	363.2	142.1	101.5	234.7
LnGrp LOS	F	A	A	F	A	E	A	F	F	F	F	F
Approach Vol, veh/h		1630			968			797			2169	
Approach Delay, s/veh		131.6			1137.1			363.3			193.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		51.0		29.0		19.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		16.0		46.0		24.0		14.0				
Max Q Clear Time (g_c+I1), s		18.0		48.0		26.0		16.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			363.7									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	31.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	70	110	13	20	461	29	38	18	38	5	14	205
Future Vol, veh/h	70	110	13	20	461	29	38	18	38	5	14	205
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	81	136	31	45	640	58	51	29	61	15	32	256

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	167	0	0	1217	1102	152	1118	1088	669
Stage 1	-	-	-	-	-	-	314	314	-	759	759	-
Stage 2	-	-	-	-	-	-	903	788	-	359	329	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	898	-	-	1411	-	-	158	212	894	184	216	458
Stage 1	-	-	-	-	-	-	697	656	-	399	415	-
Stage 2	-	-	-	-	-	-	332	402	-	659	646	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	898	-	-	1411	-	-	54	181	894	134	184	458
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	181	-	134	184	-
Stage 1	-	-	-	-	-	-	627	590	-	359	393	-
Stage 2	-	-	-	-	-	-	127	381	-	525	581	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.5	202.2	51
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	121	898	-	-	1411	-	-	359
HCM Lane V/C Ratio	1.165	0.091	-	-	0.032	-	-	0.845
HCM Control Delay (s)	202.2	9.4	0	-	7.6	0	-	51
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	8.6	0.3	-	-	0.1	-	-	7.7

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	7	608
Future Vol, veh/h	50	29	754	79	7	608
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	58	867	100	9	654

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1262	484	0	0	967	0
Stage 1	917	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	162	529	-	-	708	-
Stage 1	350	-	-	-	-	-
Stage 2	688	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	529	-	-	708	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	350	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45.5	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	708	-
HCM Lane V/C Ratio	-	-	0.634	0.013	-
HCM Control Delay (s)	-	-	45.5	10.2	0.1
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	3.8	0	-

Intersection	
Int Delay, s/veh	109.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	910	1633	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 277	393	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 277	393	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	90.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.693	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 352	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	34.9	-

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

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	11	616	23	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	616	23	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	790	35	237	517	13	0	0	0	14	13	8

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	530	0	0	825	0	0			1850	1867	524
Stage 1	-	-	-	-	-	-			998	998	-
Stage 2	-	-	-	-	-	-			852	869	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	805	-	-			82	73	553
Stage 1	-	-	-	-	-	-			357	322	-
Stage 2	-	-	-	-	-	-			418	369	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1037	-	-	805	-	-			57	0	553
Mov Cap-2 Maneuver	-	-	-	-	-	-			57	0	-
Stage 1	-	-	-	-	-	-			350	0	-
Stage 2	-	-	-	-	-	-			295	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	3.5	74.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	805	-	-	85
HCM Lane V/C Ratio	0.021	-	-	0.294	-	-	0.414
HCM Control Delay (s)	8.5	-	-	11.3	-	-	74.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	1.2	-	-	1.7

Intersection	
Int Delay, s/veh	1383.4

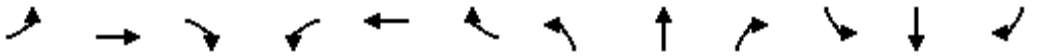
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	293	826	405	178	202
Future Vol, veh/h	365	293	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	318	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2633	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2236	-
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	-	0	1162	-	~ 26	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 6	652
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.9	$ 7155.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	652	-	1162	-
HCM Lane V/C Ratio	32.246	0.337	-	0.773	-
HCM Control Delay (s)	$ 15260	13.3	-	17.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8.2	-

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)	1182	97	25	47	257	41	0	500	40	0	598	944
Future Volume (veh/h)	1182	97	25	47	257	41	0	500	40	0	598	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1378	0	0	90	334	59	0	568	58	0	704	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1516	796	0	73	269	293	0	818	83	0	470	2146
Arrive On Green	0.43	0.00	0.00	0.18	0.18	0.18	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	393	1458	1585	0	3349	332	0	1870	3170
Grp Volume(v), veh/h	1378	0	0	424	0	59	0	309	317	0	704	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1851	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	35.3	0.0	0.0	18.0	0.0	3.1	0.0	15.4	15.5	0.0	24.5	15.6
Cycle Q Clear(g_c), s	35.3	0.0	0.0	18.0	0.0	3.1	0.0	15.4	15.5	0.0	24.5	15.6
Prop In Lane	1.00		0.00	0.21		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1516	796	0	342	0	293	0	446	455	0	470	2146
V/C Ratio(X)	0.91	0.00	0.00	1.24	0.00	0.20	0.00	0.69	0.70	0.00	1.50	0.49
Avail Cap(c_a), veh/h	1516	796	0	342	0	293	0	446	455	0	470	2146
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	39.8	0.0	33.7	0.0	33.1	33.1	0.0	36.5	7.6
Incr Delay (d2), s/veh	9.6	0.0	0.0	130.9	0.0	0.3	0.0	4.6	4.6	0.0	235.0	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	16.0	0.0	0.0	20.6	0.0	1.2	0.0	7.2	7.3	0.0	41.5	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	0.0	170.7	0.0	34.0	0.0	37.7	37.7	0.0	271.5	7.8
LnGrp LOS	D	A	A	F	A	C	A	D	D	A	F	A
Approach Vol, veh/h		1378			483			626			1753	
Approach Delay, s/veh		35.8			154.0			37.7			113.7	
Approach LOS		D			F			D			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		46.0		29.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		41.5		24.5		18.0				
Max Q Clear Time (g_c+I1), s		17.5		37.3		26.5		20.0				
Green Ext Time (p_c), s		0.2		2.3		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			81.8									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	72	2	13	211	0	0	0	0	11	22	135
Future Vol, veh/h	0	72	2	13	211	0	0	0	0	11	22	135
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	89	5	30	293	0	0	0	0	33	50	169

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	94	0	0	445	447	293
Stage 1	-	-	-	-	-	-	353	353	-
Stage 2	-	-	-	-	-	-	92	94	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1500	-	0	571	506	746
Stage 1	0	-	-	-	-	0	711	631	-
Stage 2	0	-	-	-	-	0	932	817	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1500	-	-	557	0	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	557	0	-
Stage 1	-	-	-	-	-	-	711	0	-
Stage 2	-	-	-	-	-	-	910	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.7	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1500	-	706
HCM Lane V/C Ratio	-	-	0.02	-	0.357
HCM Control Delay (s)	-	-	7.4	0	12.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	1.6

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	95	482
Future Vol, veh/h	56	7	553	34	95	482
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	127	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1171	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	656	-	-	909	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.8	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	909	-
HCM Lane V/C Ratio	-	-	0.643	0.139	-
HCM Control Delay (s)	-	-	58.8	9.6	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.5	-

Intersection	
Int Delay, s/veh	154.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	551	1803	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	902	-	-	1158	1803	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 189	338	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 189	338	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 780.9	0.2	178.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	189	~ 213	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.616	2.585	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 780.9	$ 761.8	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	46.6	-

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

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	32	754	40	169	365	22	0	0	0	9	20	20
Future Vol, veh/h	32	754	40	169	365	22	0	0	0	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	794	61	209	451	22	0	0	0	21	29	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	473	0	0	855	0	0	1833	1863	462
Stage 1	-	-	-	-	-	-	880	880	-
Stage 2	-	-	-	-	-	-	953	983	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	785	-	-	84	73	600
Stage 1	-	-	-	-	-	-	406	365	-
Stage 2	-	-	-	-	-	-	375	327	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1089	-	-	785	-	-	58	0	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	0	-
Stage 1	-	-	-	-	-	-	382	0	-
Stage 2	-	-	-	-	-	-	275	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	3.4	71.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	785	-	-	134
HCM Lane V/C Ratio	0.059	-	-	0.266	-	-	0.648
HCM Control Delay (s)	8.5	-	-	11.2	-	-	71.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	1.1	-	-	3.5

Intersection	
Int Delay, s/veh	3630.4

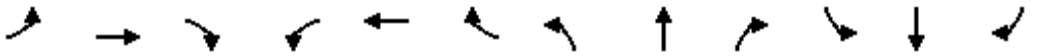
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	310	680	344	319	439
Future Vol, veh/h	486	310	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	559	373	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	559	0	2592	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	2033	-
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	-	0	1012	-	~ 28	529
Stage 1	-	0	-	-	572	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1012	-	~ 7	529
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	~ 28	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.8	$ 11440.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	529	-	1012	-
HCM Lane V/C Ratio	54.905	0.883	-	0.747	-
HCM Control Delay (s)	$ 25289.7	43.7	-	18.2	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.9	-	7.2	-

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)	1437	81	29	50	295	59	0	670	25	0	641	1227
Future Volume (veh/h)	1437	81	29	50	295	59	0	670	25	0	641	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1661	0	0	78	311	72	0	728	28	0	782	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1658	871	0	48	191	205	0	962	37	0	516	2350
Arrive On Green	0.47	0.00	0.00	0.13	0.13	0.13	0.00	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	3563	1870	0	371	1480	1585	0	3582	134	0	1870	3170
Grp Volume(v), veh/h	1661	0	0	389	0	72	0	371	385	0	782	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1852	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	54.0	0.0	0.0	15.0	0.0	4.8	0.0	22.1	22.2	0.0	32.0	21.8
Cycle Q Clear(g_c), s	54.0	0.0	0.0	15.0	0.0	4.8	0.0	22.1	22.2	0.0	32.0	21.8
Prop In Lane	1.00		0.00	0.20		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1658	871	0	239	0	205	0	490	509	0	516	2350
V/C Ratio(X)	1.00	0.00	0.00	1.62	0.00	0.35	0.00	0.76	0.76	0.00	1.52	0.57
Avail Cap(c_a), veh/h	1658	871	0	239	0	205	0	490	509	0	516	2350
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	50.5	0.0	46.1	0.0	38.4	38.4	0.0	42.0	6.7
Incr Delay (d2), s/veh	22.5	0.0	0.0	299.4	0.0	1.0	0.0	6.6	6.4	0.0	241.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	0.0	0.0	26.9	0.0	2.0	0.0	10.6	11.0	0.0	49.1	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	0.0	349.9	0.0	47.1	0.0	45.1	44.9	0.0	283.9	7.0
LnGrp LOS	F	A	A	F	A	D	A	D	D	A	F	A
Approach Vol, veh/h		1661			461			756			2116	
Approach Delay, s/veh		53.5			302.6			45.0			109.3	
Approach LOS		D			F			D			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		59.0		37.0		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		24.2		56.0		34.0		17.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			98.8									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	70	11	7	184	0	0	0	0	5	14	207
Future Vol, veh/h	0	70	11	7	184	0	0	0	0	5	14	207
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	78	31	28	222	0	0	0	0	7	35	225

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	109	0	0	372	387	222
Stage 1	-	-	-	-	-	-	278	278	-
Stage 2	-	-	-	-	-	-	94	109	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1481	-	0	629	547	818
Stage 1	0	-	-	-	-	0	769	680	-
Stage 2	0	-	-	-	-	0	930	805	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1481	-	-	615	0	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	615	0	-
Stage 1	-	-	-	-	-	-	769	0	-
Stage 2	-	-	-	-	-	-	910	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.8	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1481	-	810
HCM Lane V/C Ratio	-	-	0.019	-	0.329
HCM Control Delay (s)	-	-	7.5	0	11.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4

Intersection	
Int Delay, s/veh	148.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	97	482
Future Vol, veh/h	50	29	754	79	97	482
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	388	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	545	-	-	733	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2507.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	20	733	-
HCM Lane V/C Ratio	-	-	5.719	0.529	-
HCM Control Delay (s)	-	-	$ 2507.9	15.3	2.4
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	14.7	3.1	-

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

Intersection	
Int Delay, s/veh	109.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	910	1633	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 277	393	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 277	393	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	90.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.693	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 352	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	34.9	-

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

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	11	616	23	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	616	23	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	790	35	237	517	13	0	0	0	14	13	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	530	0	0	825	0	0	1850	1867	524
Stage 1	-	-	-	-	-	-	998	998	-
Stage 2	-	-	-	-	-	-	852	869	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	805	-	-	82	73	553
Stage 1	-	-	-	-	-	-	357	322	-
Stage 2	-	-	-	-	-	-	418	369	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1037	-	-	805	-	-	57	0	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	0	-
Stage 1	-	-	-	-	-	-	350	0	-
Stage 2	-	-	-	-	-	-	295	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	3.5	74.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	805	-	-	85
HCM Lane V/C Ratio	0.021	-	-	0.294	-	-	0.414
HCM Control Delay (s)	8.5	-	-	11.3	-	-	74.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	1.2	-	-	1.7

Intersection	
Int Delay, s/veh	2800.8

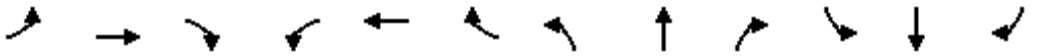
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	293	934	297	178	202
Future Vol, veh/h	365	293	934	297	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	318	1015	323	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2750	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2353	-
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	-	0	1162	-	~ 22	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 76	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 3	652
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 10	-

Approach	EB	WB	NB
HCM Control Delay, s	0	18.7	$ 14503.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	3	652	-	1162	-
HCM Lane V/C Ratio	64.493	0.337	-	0.874	-
HCM Control Delay (s)	$ 30947.7	13.3	-	24.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.5	1.5	-	12.4	-

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 (vph)	1182	97	25	0	0	72	0	500	40	0	598	944
Future Volume (vph)	1182	97	25	0	0	72	0	500	40	0	598	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5				4.5		4.5			4.5	4.5
Lane Util. Factor	0.95	0.95				1.00		0.95			0.91	0.91
Frt	1.00	0.99				0.86		0.99			0.94	0.85
Flt Protected	0.95	0.96				1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1695				1611		3490			3178	1441
Flt Permitted	0.95	0.96				1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1695				1611		3490			3178	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1231	159	36	0	0	104	0	568	58	0	704	1049
RTOR Reduction (vph)	0	2	0	0	0	99	0	6	0	0	95	148
Lane Group Flow (vph)	714	710	0	0	0	5	0	620	0	0	1113	397
Turn Type	Split	NA				Perm		NA			NA	pt+ov
Protected Phases	4	4						2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	52.5	52.5				5.5		13.5			30.5	87.5
Effective Green, g (s)	52.5	52.5				5.5		13.5			30.5	87.5
Actuated g/C Ratio	0.44	0.44				0.05		0.11			0.25	0.73
Clearance Time (s)	4.5	4.5				4.5		4.5			4.5	
Vehicle Extension (s)	3.0	3.0				3.0		3.0			3.0	
Lane Grp Cap (vph)	735	741				73		392			807	1050
v/s Ratio Prot	c0.42	0.42						c0.18			c0.35	0.28
v/s Ratio Perm						c0.00						
v/c Ratio	0.97	0.96				0.07		1.58			1.38	0.38
Uniform Delay, d1	33.0	32.7				54.8		53.2			44.8	6.1
Progression Factor	1.00	1.00				1.00		1.00			1.00	1.00
Incremental Delay, d2	26.9	24.4				0.4		273.4			178.5	0.2
Delay (s)	59.9	57.1				55.2		326.7			223.3	6.3
Level of Service	E	E				E		F			F	A
Approach Delay (s)		58.5			55.2			326.7			155.8	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	145.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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	0	72	5	7	31	0	0	0	0	13	99	40
Future Vol, veh/h	0	72	5	7	31	0	0	0	0	13	99	40
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	89	12	16	43	0	0	0	0	39	225	50

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	101	0	0	170	176	43
Stage 1	-	-	-	-	-	-	75	75	-
Stage 2	-	-	-	-	-	-	95	101	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1491	-	0	820	717	1027
Stage 1	0	-	-	-	-	0	948	833	-
Stage 2	0	-	-	-	-	0	929	811	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1491	-	-	811	0	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	811	0	-
Stage 1	-	-	-	-	-	-	948	0	-
Stage 2	-	-	-	-	-	-	919	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1491	-	919
HCM Lane V/C Ratio	-	-	0.011	-	0.342
HCM Control Delay (s)	-	-	7.4	0	10.9
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0	-	1.5

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	95	482
Future Vol, veh/h	56	7	553	34	95	482
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	127	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1171	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	656	-	-	909	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.8	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	909	-
HCM Lane V/C Ratio	-	-	0.643	0.139	-
HCM Control Delay (s)	-	-	58.8	9.6	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.5	-

Intersection	
Int Delay, s/veh	82.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	544	0	1400	324	536	1579	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	790	-	-	862	1579	0	0	1724	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	333	0	0	~ 298	413	-	-	~ 363	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	333	-	-	~ 298	413	-	-	~ 363	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 414.2	0	65
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	413	-	-	-	298	~ 363	-
HCM Lane V/C Ratio	-	-	-	-	1.827	1.476	-
HCM Control Delay (s)	0	-	-	0	$ 414.2	256.4	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	36.4	28.6	-

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

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	11	616	23	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	616	23	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	648	35	175	517	5	0	0	0	17	7	7

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	522	0	0	683	0	0			1580	1597	520
Stage 1	-	-	-	-	-	-			870	870	-
Stage 2	-	-	-	-	-	-			710	727	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1044	-	-	910	-	-			120	106	556
Stage 1	-	-	-	-	-	-			410	369	-
Stage 2	-	-	-	-	-	-			487	429	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1044	-	-	910	-	-			95	0	556
Mov Cap-2 Maneuver	-	-	-	-	-	-			95	0	-
Stage 1	-	-	-	-	-	-			401	0	-
Stage 2	-	-	-	-	-	-			393	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	2.5	42.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	910	-	-	127
HCM Lane V/C Ratio	0.021	-	-	0.193	-	-	0.246
HCM Control Delay (s)	8.5	-	-	9.9	-	-	42.3
HCM Lane LOS	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	-	0.9

Intersection	
Int Delay, s/veh	9481.4

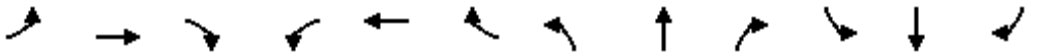
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	293	934	297	178	202
Future Vol, veh/h	365	293	934	297	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	420	353	1038	450	214	215

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	420	0	2946	420
Stage 1	-	-	-	-	420	-
Stage 2	-	-	-	-	2526	-
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	-	0	1139	-	~ 16	633
Stage 1	-	0	-	-	663	-
Stage 2	-	0	-	-	~ 62	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1139	-	~ 1	633
Mov Cap-2 Maneuver	-	-	-	-	~ 1	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	~ 6	-

Approach	EB	WB	NB
HCM Control Delay, s	0	20.5	$ 51530
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	1	633	-	1139	-
HCM Lane V/C Ratio	214.458	0.339	-	0.911	-
HCM Control Delay (s)	$ 103151.1	13.6	-	29.3	-
HCM Lane LOS	F	B	-	D	-
HCM 95th %tile Q(veh)	29.4	1.5	-	14.4	-

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 (vph)	1437	81	29	0	0	70	0	670	25	0	641	1227
Future Volume (vph)	1437	81	29	0	0	70	0	670	25	0	641	1227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			4.5			5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	0.99			0.86			0.99			0.93	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1687			1611			3520			3156	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1687			1611			3520			3156	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1562	91	36	0	0	85	0	728	28	0	782	1334
RTOR Reduction (vph)	0	1	0	0	82	0	0	2	0	0	114	178
Lane Group Flow (vph)	843	845	0	0	3	0	0	754	0	0	1335	489
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	58.0	58.0			5.5			16.0			36.0	99.0
Effective Green, g (s)	58.0	58.0			5.5			16.0			36.0	99.0
Actuated g/C Ratio	0.43	0.43			0.04			0.12			0.27	0.73
Clearance Time (s)	5.0	5.0			4.5			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	722	724			65			417			841	1056
v/s Ratio Prot	c0.50	0.50			c0.00			c0.21			c0.42	0.34
v/s Ratio Perm												
v/c Ratio	1.17	1.17			0.05			1.81			1.59	0.46
Uniform Delay, d1	38.5	38.5			62.2			59.5			49.5	7.3
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	90.0	89.7			0.3			373.3			270.2	0.3
Delay (s)	128.5	128.2			62.6			432.8			319.7	7.6
Level of Service	F	F			E			F			F	A
Approach Delay (s)		128.3			62.6			432.8			221.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	219.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	72	5	7	31	0	0	0	0	13	99	40
Future Vol, veh/h	0	72	5	7	31	0	0	0	0	13	99	40
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	80	14	28	37	0	0	0	0	17	248	43

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	0	94	0	0	180	187	37
Stage 1	-	-	-	-	-	-	93	93	-
Stage 2	-	-	-	-	-	-	87	94	-
Critical Hdwy	-	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1500	-	0	810	708	1035
Stage 1	0	-	-	-	-	0	931	818	-
Stage 2	0	-	-	-	-	0	936	817	-
Platoon blocked, %		-	-		-				
Mov Cap-1 Maneuver	-	-	-	1500	-	-	795	0	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	795	0	-
Stage 1	-	-	-	-	-	-	931	0	-
Stage 2	-	-	-	-	-	-	918	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	3.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	1500	-	953
HCM Lane V/C Ratio	-	-	0.019	-	0.324
HCM Control Delay (s)	-	-	7.4	0	10.6
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	1.4

Intersection	
Int Delay, s/veh	148.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	97	482
Future Vol, veh/h	50	29	754	79	97	482
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	388	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	545	-	-	733	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2507.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	20	733	-
HCM Lane V/C Ratio	-	-	5.719	0.529	-
HCM Control Delay (s)	-	-	$ 2507.9	15.3	2.4
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	14.7	3.1	-

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

Intersection	
Int Delay, s/veh	129.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	353	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	353	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	464	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	973	1633	0	0	1946	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 252	393	-	-	~ 297	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 252	393	-	-	~ 297	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 623.1	0	114.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	252	~ 297	-
HCM Lane V/C Ratio	-	-	-	-	2.288	1.898	-
HCM Control Delay (s)	0	-	-	0	$ 623.1	$ 445.3	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	45.3	38.8	-

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	11	677	59	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	677	59	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	868	91	237	517	13	0	0	0	14	13	8

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	530	0	0	959	0	0			1956	2001	524
Stage 1	-	-	-	-	-	-			998	998	-
Stage 2	-	-	-	-	-	-			958	1003	-
Critical Hdwy	4.12	-	-	4.12	-	-			6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-			5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-			3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	717	-	-			70	60	553
Stage 1	-	-	-	-	-	-			357	322	-
Stage 2	-	-	-	-	-	-			373	320	-
Platoon blocked, %		-	-		-	-					
Mov Cap-1 Maneuver	1037	-	-	717	-	-			46	0	553
Mov Cap-2 Maneuver	-	-	-	-	-	-			46	0	-
Stage 1	-	-	-	-	-	-			350	0	-
Stage 2	-	-	-	-	-	-			250	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	3.8	102.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	717	-	-	69
HCM Lane V/C Ratio	0.021	-	-	0.33	-	-	0.51
HCM Control Delay (s)	8.5	-	-	12.5	-	-	102.2
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	1.4	-	-	2.1

Intersection	
Int Delay, s/veh	1383.4

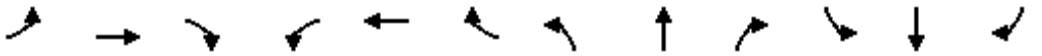
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	355	826	405	178	202
Future Vol, veh/h	365	355	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	386	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2633	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2236	-
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	-	0	1162	-	~ 26	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 6	652
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.9	$ 7155.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	652	-	1162	-
HCM Lane V/C Ratio	32.246	0.337	-	0.773	-
HCM Control Delay (s)	$ 15260	13.3	-	17.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8.2	-

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 (vph)	1245	0	25	47	275	41	0	500	0	0	598	944
Future Volume (vph)	1245	0	25	47	275	41	0	500	0	0	598	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			0.95			0.95			0.91	0.91
Frt	1.00	0.99			0.98			1.00			0.94	0.85
Flt Protected	0.95	0.95			0.99			1.00			1.00	1.00
Satd. Flow (prot)	1681	1676			3447			3539			3178	1441
Flt Permitted	0.95	0.95			0.56			1.00			1.00	1.00
Satd. Flow (perm)	1681	1676			1953			3539			3178	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1297	0	36	90	357	59	0	568	0	0	704	1049
RTOR Reduction (vph)	0	35	0	0	10	0	0	0	0	0	110	119
Lane Group Flow (vph)	674	624	0	0	496	0	0	568	0	0	1098	426
Turn Type	Prot	NA		Perm	NA			NA			NA	pt+ov
Protected Phases	4!				8!			2			6	6 4!
Permitted Phases				8								
Actuated Green, G (s)	46.5	46.5			46.5			13.5			29.5	80.5
Effective Green, g (s)	46.5	46.5			46.5			13.5			29.5	80.5
Actuated g/C Ratio	0.45	0.45			0.45			0.13			0.29	0.78
Clearance Time (s)	4.5				4.5			4.5			4.5	
Vehicle Extension (s)	3.0				3.0			3.0			3.0	
Lane Grp Cap (vph)	758	756			881			463			910	1126
v/s Ratio Prot	c0.40	0.37						c0.16			c0.35	0.30
v/s Ratio Perm					0.25							
v/c Ratio	0.89	0.83			0.56			1.23			1.21	0.38
Uniform Delay, d1	25.9	24.7			20.8			44.8			36.8	3.5
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	14.7	10.0			0.8			119.9			103.4	0.2
Delay (s)	40.6	34.7			21.6			164.7			140.2	3.7
Level of Service	D	C			C			F			F	A
Approach Delay (s)		37.7			21.6			164.7			97.7	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	78.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	103.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	13	211	0	0	0	0	0	49	153
Future Vol, veh/h	0	0	0	13	211	0	0	0	0	0	49	153
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	30	293	0	0	0	0	0	111	191

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	353	147
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.14	-	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	0	0	571	873
Stage 1	-	-	0	0	629	-
Stage 2	-	-	0	0	-	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	873
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11.3
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	873
HCM Lane V/C Ratio	-	-	0.347
HCM Control Delay (s)	-	-	11.3
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.6

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	74	77	502
Future Vol, veh/h	56	7	553	74	77	502
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	94	103	540

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1159	365	0	0	730	0
Stage 1	683	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	189	632	-	-	870	-
Stage 1	463	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	632	-	-	870	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.3	0	2.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	870	-
HCM Lane V/C Ratio	-	-	0.617	0.118	-
HCM Control Delay (s)	-	-	54.3	9.7	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.4	-

Intersection	
Int Delay, s/veh	173.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	439	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	439	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	556	551	1803	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	902	-	-	1209	1803	0	0	2418	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 175	338	-	-	~ 193	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 175	338	-	-	~ 193	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 877.7	0.2	207.1
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	175	~ 193	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.825	2.853	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 877.7	$ 885.3	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	44.1	48.9	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	781	76	169	365	22	0	0	0	9	20	20
Future Vol, veh/h	32	781	76	169	365	22	0	0	0	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	822	115	209	451	22	0	0	0	21	29	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	473	0	0	937	0	0	1888	1945	462
Stage 1	-	-	-	-	-	-	880	880	-
Stage 2	-	-	-	-	-	-	1008	1065	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	731	-	-	77	65	600
Stage 1	-	-	-	-	-	-	406	365	-
Stage 2	-	-	-	-	-	-	353	299	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1089	-	-	731	-	-	52	0	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	0	-
Stage 1	-	-	-	-	-	-	382	0	-
Stage 2	-	-	-	-	-	-	252	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	3.6	86.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	731	-	-	122
HCM Lane V/C Ratio	0.059	-	-	0.285	-	-	0.711
HCM Control Delay (s)	8.5	-	-	11.9	-	-	86.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	1.2	-	-	3.9

Intersection	
Int Delay, s/veh	3608

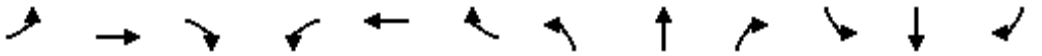
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	355	680	355	319	439
Future Vol, veh/h	486	355	680	355	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	559	428	756	538	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	559	0	2609	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	2050	-
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	-	0	1012	-	~ 27	529
Stage 1	-	0	-	-	572	-
Stage 2	-	0	-	-	~ 108	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1012	-	~ 7	529
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	~ 27	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.6	$ 11440.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	529	-	1012	-
HCM Lane V/C Ratio	54.905	0.883	-	0.747	-
HCM Control Delay (s)	$ 25289.7	43.7	-	18.2	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.9	-	7.2	-

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 (vph)	1489	0	29	50	295	59	0	670	0	0	551	1227
Future Volume (vph)	1489	0	29	50	295	59	0	670	0	0	551	1227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	0.99			1.00	0.85		1.00			0.93	0.85
Flt Protected	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1678			1844	1583		3539			3137	1441
Flt Permitted	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1678			1844	1583		3539			3137	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1618	0	36	78	311	72	0	728	0	0	672	1334
RTOR Reduction (vph)	0	59	0	0	0	64	0	0	0	0	133	186
Lane Group Flow (vph)	825	770	0	0	389	8	0	728	0	0	1206	481
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Effective Green, g (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Actuated g/C Ratio	0.39	0.39			0.11	0.11		0.11			0.24	0.67
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	659	658			204	175		393			743	960
v/s Ratio Prot	c0.49	0.46			c0.21			c0.21			c0.38	0.33
v/s Ratio Perm						0.01						
v/c Ratio	1.25	1.17			1.91	0.05		1.85			1.62	0.50
Uniform Delay, d1	41.0	41.0			60.0	53.6		60.0			51.5	11.3
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	125.6	92.3			425.9	0.1		393.3			286.7	0.4
Delay (s)	166.6	133.3			485.9	53.7		453.3			338.2	11.7
Level of Service	F	F			F	D		F			F	B
Approach Delay (s)		149.9			418.4			453.3			229.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	254.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	101.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

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	0	0	0	7	184	0	0	0	0	0	27	238
Future Vol, veh/h	0	0	0	7	184	0	0	0	0	0	27	238
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, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	28	222	0	0	0	0	0	68	259

Major/Minor	Major2			Minor2		
Conflicting Flow All	0	0	0	-	278	111
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.14	-	-	-	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	4.02	3.32
Pot Cap-1 Maneuver	-	-	0	0	629	921
Stage 1	-	-	0	0	679	-
Stage 2	-	-	0	0	-	-
Platoon blocked, %		-				
Mov Cap-1 Maneuver	-	-	-	-	0	921
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	WB	SB
HCM Control Delay, s		11
HCM LOS		B

Minor Lane/Major Mvmt	WBL	WBT	SBLn1
Capacity (veh/h)	-	-	921
HCM Lane V/C Ratio	-	-	0.354
HCM Control Delay (s)	-	-	11
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	1.6

Intersection	
Int Delay, s/veh	73.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	104	79	500
Future Vol, veh/h	50	29	754	104	79	500
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	142	316	568

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1807	481	0	0	962	0
Stage 1	891	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 70	531	-	-	711	-
Stage 1	361	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 25	531	-	-	711	-
Mov Cap-2 Maneuver	~ 25	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	123	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1213.6	0	6.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	36	711	-
HCM Lane V/C Ratio	-	-	3.177	0.444	-
HCM Control Delay (s)	-	-	$ 1213.6	14.1	2.2
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	13.1	2.3	-

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

Intersection	
Int Delay, s/veh	109.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1260	256	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1482	337	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	910	1633	0	0	1819	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 277	393	-	-	~ 333	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 277	393	-	-	~ 333	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 528.3	0	90.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	277	~ 333	-
HCM Lane V/C Ratio	-	-	-	-	2.081	1.693	-
HCM Control Delay (s)	0	-	-	0	$ 528.3	$ 352	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	42.5	34.9	-

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

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	11	616	23	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	616	23	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	790	35	237	517	13	0	0	0	14	13	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	530	0	0	825	0	0	1850	1867	524
Stage 1	-	-	-	-	-	-	998	998	-
Stage 2	-	-	-	-	-	-	852	869	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	805	-	-	82	73	553
Stage 1	-	-	-	-	-	-	357	322	-
Stage 2	-	-	-	-	-	-	418	369	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1037	-	-	805	-	-	57	0	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	57	0	-
Stage 1	-	-	-	-	-	-	350	0	-
Stage 2	-	-	-	-	-	-	295	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	3.5	74.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	805	-	-	85
HCM Lane V/C Ratio	0.021	-	-	0.294	-	-	0.414
HCM Control Delay (s)	8.5	-	-	11.3	-	-	74.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	1.2	-	-	1.7

Intersection	
Int Delay, s/veh	1383.4

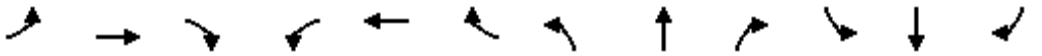
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	293	826	405	178	202
Future Vol, veh/h	365	293	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	318	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2633	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2236	-
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	-	0	1162	-	~ 26	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 6	652
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.9	$ 7155.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	652	-	1162	-
HCM Lane V/C Ratio	32.246	0.337	-	0.773	-
HCM Control Delay (s)	$ 15260	13.3	-	17.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8.2	-

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)	1182	97	25	47	297	41	0	500	40	0	598	944
Future Volume (veh/h)	1182	97	25	47	297	41	0	500	40	0	598	944
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1378	0	0	90	386	59	0	568	58	0	704	1049
Peak Hour Factor	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1516	796	0	65	277	293	0	818	83	0	470	2146
Arrive On Green	0.43	0.00	0.00	0.18	0.18	0.18	0.00	0.25	0.25	0.00	0.25	0.25
Sat Flow, veh/h	3563	1870	0	350	1503	1585	0	3349	332	0	1870	3170
Grp Volume(v), veh/h	1378	0	0	476	0	59	0	309	317	0	704	1049
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1853	0	1585	0	1777	1811	0	1870	1585
Q Serve(g_s), s	35.3	0.0	0.0	18.0	0.0	3.1	0.0	15.4	15.5	0.0	24.5	15.6
Cycle Q Clear(g_c), s	35.3	0.0	0.0	18.0	0.0	3.1	0.0	15.4	15.5	0.0	24.5	15.6
Prop In Lane	1.00		0.00	0.19		1.00	0.00		0.18	0.00		1.00
Lane Grp Cap(c), veh/h	1516	796	0	342	0	293	0	446	455	0	470	2146
V/C Ratio(X)	0.91	0.00	0.00	1.39	0.00	0.20	0.00	0.69	0.70	0.00	1.50	0.49
Avail Cap(c_a), veh/h	1516	796	0	342	0	293	0	446	455	0	470	2146
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	0.0	39.8	0.0	33.7	0.0	33.1	33.1	0.0	36.5	7.6
Incr Delay (d2), s/veh	9.6	0.0	0.0	193.3	0.0	0.3	0.0	4.6	4.6	0.0	235.0	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	16.0	0.0	0.0	26.5	0.0	1.2	0.0	7.2	7.3	0.0	41.5	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	0.0	233.0	0.0	34.0	0.0	37.7	37.7	0.0	271.5	7.8
LnGrp LOS	D	A	A	F	A	C	A	D	D	A	F	A
Approach Vol, veh/h		1378			535			626			1753	
Approach Delay, s/veh		35.8			211.1			37.7			113.7	
Approach LOS		D			F			D			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.0		46.0		29.0		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		41.5		24.5		18.0				
Max Q Clear Time (g_c+I1), s		17.5		37.3		26.5		20.0				
Green Ext Time (p_c), s		0.2		2.3		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			89.7									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

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	0	77	0	0	223	0	36	0	14	0	0	0
Future Vol, veh/h	0	77	0	0	223	0	36	0	14	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	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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	0	0	310	0	48	0	23	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	405	405	95	417	405	310
Stage 1	-	-	-	-	-	-	95	95	-	310	310	-
Stage 2	-	-	-	-	-	-	310	310	-	107	95	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	556	535	962	546	535	730
Stage 1	0	-	0	0	-	0	912	816	-	700	659	-
Stage 2	0	-	0	0	-	0	700	659	-	898	816	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	556	535	962	533	535	730
Mov Cap-2 Maneuver	-	-	-	-	-	-	556	535	-	533	535	-
Stage 1	-	-	-	-	-	-	912	816	-	700	659	-
Stage 2	-	-	-	-	-	-	700	659	-	877	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	643	-	-	-
HCM Lane V/C Ratio	0.11	-	-	-
HCM Control Delay (s)	11.3	-	-	0
HCM Lane LOS	B	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	95	482
Future Vol, veh/h	56	7	553	34	95	482
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	127	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1171	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	656	-	-	909	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.8	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	909	-
HCM Lane V/C Ratio	-	-	0.643	0.139	-
HCM Control Delay (s)	-	-	58.8	9.6	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.5	-

Intersection	
Int Delay, s/veh	154.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1676	358	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1862	453	551	1803	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	902	-	-	1158	1803	0	0	2315	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 189	338	-	-	~ 213	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 189	338	-	-	~ 213	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 780.9	0.2	178.2
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	189	~ 213	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.616	2.585	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 780.9	$ 761.8	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	42.5	46.6	-

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

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	32	754	40	169	365	22	0	0	0	9	20	20
Future Vol, veh/h	32	754	40	169	365	22	0	0	0	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	794	61	209	451	22	0	0	0	21	29	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	473	0	0	855	0	0	1833	1863	462
Stage 1	-	-	-	-	-	-	880	880	-
Stage 2	-	-	-	-	-	-	953	983	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	785	-	-	84	73	600
Stage 1	-	-	-	-	-	-	406	365	-
Stage 2	-	-	-	-	-	-	375	327	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1089	-	-	785	-	-	58	0	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	58	0	-
Stage 1	-	-	-	-	-	-	382	0	-
Stage 2	-	-	-	-	-	-	275	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	3.4	71.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	785	-	-	134
HCM Lane V/C Ratio	0.059	-	-	0.266	-	-	0.648
HCM Control Delay (s)	8.5	-	-	11.2	-	-	71.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	1.1	-	-	3.5

Intersection	
Int Delay, s/veh	2868.8

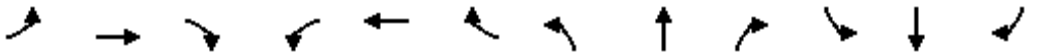
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	319	439	486	310	680	344
Future Vol, veh/h	319	439	486	310	680	344
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	367	529	540	470	819	366

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	367	0	1917	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	1550	-
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	-	0	1192	-	~ 74	678
Stage 1	-	0	-	-	~ 701	-
Stage 2	-	0	-	-	~ 193	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1192	-	~ 40	678
Mov Cap-2 Maneuver	-	-	-	-	~ 40	-
Stage 1	-	-	-	-	~ 701	-
Stage 2	-	-	-	-	~ 106	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.6	$ 6195.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	40	678	-	1192	-
HCM Lane V/C Ratio	20.482	0.54	-	0.453	-
HCM Control Delay (s)	$ 8955.5	16.4	-	10.5	-
HCM Lane LOS	F	C	-	B	-
HCM 95th %tile Q(veh)	100.5	3.2	-	2.4	-

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)	1437	81	29	50	347	59	0	670	25	0	641	1227
Future Volume (veh/h)	1437	81	29	50	347	59	0	670	25	0	641	1227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	1661	0	0	78	365	72	0	728	28	0	782	1334
Peak Hour Factor	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	0	2	2	0	2	2
Cap, veh/h	1658	871	0	42	198	205	0	962	37	0	516	2350
Arrive On Green	0.47	0.00	0.00	0.13	0.13	0.13	0.00	0.28	0.28	0.00	0.28	0.28
Sat Flow, veh/h	3563	1870	0	326	1528	1585	0	3582	134	0	1870	3170
Grp Volume(v), veh/h	1661	0	0	443	0	72	0	371	385	0	782	1334
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1854	0	1585	0	1777	1846	0	1870	1585
Q Serve(g_s), s	54.0	0.0	0.0	15.0	0.0	4.8	0.0	22.1	22.2	0.0	32.0	21.8
Cycle Q Clear(g_c), s	54.0	0.0	0.0	15.0	0.0	4.8	0.0	22.1	22.2	0.0	32.0	21.8
Prop In Lane	1.00		0.00	0.18		1.00	0.00		0.07	0.00		1.00
Lane Grp Cap(c), veh/h	1658	871	0	240	0	205	0	490	509	0	516	2350
V/C Ratio(X)	1.00	0.00	0.00	1.85	0.00	0.35	0.00	0.76	0.76	0.00	1.52	0.57
Avail Cap(c_a), veh/h	1658	871	0	240	0	205	0	490	509	0	516	2350
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	0.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	0.0	50.5	0.0	46.1	0.0	38.4	38.4	0.0	42.0	6.7
Incr Delay (d2), s/veh	22.5	0.0	0.0	397.2	0.0	1.0	0.0	6.6	6.4	0.0	241.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	27.1	0.0	0.0	33.4	0.0	2.0	0.0	10.6	11.0	0.0	49.1	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	0.0	0.0	447.7	0.0	47.1	0.0	45.1	44.9	0.0	283.9	7.0
LnGrp LOS	F	A	A	F	A	D	A	D	D	A	F	A
Approach Vol, veh/h		1661			515			756			2116	
Approach Delay, s/veh		53.5			391.7			45.0			109.3	
Approach LOS		D			F			D			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		59.0		37.0		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		14.0		54.0		32.0		15.0				
Max Q Clear Time (g_c+I1), s		24.2		56.0		34.0		17.0				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			110.1									
HCM 6th LOS			F									

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	0	81	0	0	191	0	47	0	47	7	0	220
Future Vol, veh/h	0	81	0	0	191	0	47	0	47	7	0	220
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	0	0	230	0	71	0	63	9	0	239

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	440	320	90	352	320	230
Stage 1	-	-	-	-	-	-	90	90	-	230	230	-
Stage 2	-	-	-	-	-	-	350	230	-	122	90	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	527	597	968	603	597	809
Stage 1	0	-	0	0	-	0	917	820	-	773	714	-
Stage 2	0	-	0	0	-	0	666	714	-	882	820	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	371	597	968	564	597	809
Mov Cap-2 Maneuver	-	-	-	-	-	-	371	597	-	564	597	-
Stage 1	-	-	-	-	-	-	917	820	-	773	714	-
Stage 2	-	-	-	-	-	-	469	714	-	825	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.3	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	522	-	-	796
HCM Lane V/C Ratio	0.256	-	-	0.312
HCM Control Delay (s)	14.3	-	-	11.6
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	1	-	-	1.3

Intersection	
Int Delay, s/veh	209.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	79	754	79	97	482
Future Vol, veh/h	50	79	754	79	97	482
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	99	820	108	388	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	545	-	-	733	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2371.2	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	31	733	-
HCM Lane V/C Ratio	-	-	5.706	0.529	-
HCM Control Delay (s)	-	-	$ 2371.2	15.3	2.4
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	21.3	3.1	-

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

Intersection	
Int Delay, s/veh	12.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	272	17	1247	165	241	1239	0
Future Vol, veh/h	0	0	0	0	0	272	17	1247	165	241	1239	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	320	68	1467	217	313	1408	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	704	-	-	842	1408	0	0	1684	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	379	0	0	~ 308	481	-	-	376	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	379	-	-	~ 308	481	-	-	376	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	99.9	0.5	8.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	481	-	-	-	308	376	-
HCM Lane V/C Ratio	0.141	-	-	-	1.039	0.832	-
HCM Control Delay (s)	13.7	-	-	0	99.9	47.6	-
HCM Lane LOS	B	-	-	A	F	E	-
HCM 95th %tile Q(veh)	0.5	-	-	-	11.7	7.6	-

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

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	6	388	13	79	233	3	0	0	0	4	3	2
Future Vol, veh/h	6	388	13	79	233	3	0	0	0	4	3	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	497	20	132	288	8	0	0	0	8	8	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	296	0	0	517	0	0	1087	1097	292
Stage 1	-	-	-	-	-	-	556	556	-
Stage 2	-	-	-	-	-	-	531	541	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1265	-	-	1049	-	-	239	213	747
Stage 1	-	-	-	-	-	-	574	513	-
Stage 2	-	-	-	-	-	-	590	521	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1265	-	-	1049	-	-	207	0	747
Mov Cap-2 Maneuver	-	-	-	-	-	-	207	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	516	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	2.8	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1265	-	-	1049	-	-	273
HCM Lane V/C Ratio	0.009	-	-	0.126	-	-	0.073
HCM Control Delay (s)	7.9	-	-	8.9	-	-	19.2
HCM Lane LOS	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	0.4	-	-	0.2

Intersection	
Int Delay, s/veh	37.4

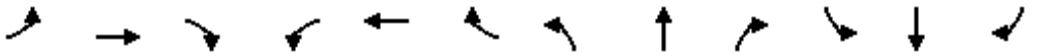
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	203	163	519	165	99	112
Future Vol, veh/h	203	163	519	165	99	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	221	177	564	179	108	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	221	0	1528	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	1307	-
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	-	0	1348	-	129	819
Stage 1	-	0	-	-	816	-
Stage 2	-	0	-	-	253	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1348	-	~ 75	819
Mov Cap-2 Maneuver	-	-	-	-	~ 75	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	147	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	170.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	75	819	-	1348	-
HCM Lane V/C Ratio	1.435	0.149	-	0.418	-
HCM Control Delay (s)	$ 352.2	10.2	-	9.6	-
HCM Lane LOS	F	B	-	A	-
HCM 95th %tile Q(veh)	8.7	0.5	-	2.1	-

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 (vph)	1182	97	25	0	0	243	0	500	40	0	598	944
Future Volume (vph)	1182	97	25	0	0	243	0	500	40	0	598	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	0.99			0.86			0.99			0.94	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1695			1611			3490			3178	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1695			1611			3490			3178	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1231	159	36	0	0	352	0	568	58	0	704	1049
RTOR Reduction (vph)	0	2	0	0	336	0	0	6	0	0	95	148
Lane Group Flow (vph)	714	710	0	0	16	0	0	620	0	0	1113	397
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	52.5	52.5			5.5			13.5			30.5	87.5
Effective Green, g (s)	52.5	52.5			5.5			13.5			30.5	87.5
Actuated g/C Ratio	0.44	0.44			0.05			0.11			0.25	0.73
Clearance Time (s)	4.5	4.5			4.5			4.5			4.5	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	735	741			73			392			807	1050
v/s Ratio Prot	c0.42	0.42			c0.01			c0.18			c0.35	0.28
v/s Ratio Perm												
v/c Ratio	0.97	0.96			0.22			1.58			1.38	0.38
Uniform Delay, d1	33.0	32.7			55.2			53.2			44.8	6.1
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	26.9	24.4			1.5			273.4			178.5	0.2
Delay (s)	59.9	57.1			56.7			326.7			223.3	6.3
Level of Service	E	E			E			F			F	A
Approach Delay (s)		58.5			56.7			326.7			155.8	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	139.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	0	137	0	0	43	0	49	0	36	14	0	158
Future Vol, veh/h	0	137	0	0	43	0	49	0	36	14	0	158
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	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	169	0	0	60	0	65	0	58	42	0	198

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	328	229	169	258	229	60
Stage 1	-	-	-	-	-	-	169	169	-	60	60	-
Stage 2	-	-	-	-	-	-	159	60	-	198	169	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	625	671	875	695	671	1005
Stage 1	0	-	0	0	-	0	833	759	-	951	845	-
Stage 2	0	-	0	0	-	0	843	845	-	804	759	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	502	671	875	649	671	1005
Mov Cap-2 Maneuver	-	-	-	-	-	-	502	671	-	649	671	-
Stage 1	-	-	-	-	-	-	833	759	-	951	845	-
Stage 2	-	-	-	-	-	-	677	845	-	751	759	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	12.1	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	628	-	-	916
HCM Lane V/C Ratio	0.196	-	-	0.262
HCM Control Delay (s)	12.1	-	-	10.3
HCM Lane LOS	B	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	1.1

Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	34	95	482
Future Vol, veh/h	56	7	553	34	95	482
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	43	127	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1171	340	0	0	679	0
Stage 1	658	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	186	656	-	-	909	-
Stage 1	477	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	150	656	-	-	909	-
Mov Cap-2 Maneuver	150	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	58.8	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	167	909	-
HCM Lane V/C Ratio	-	-	0.643	0.139	-
HCM Control Delay (s)	-	-	58.8	9.6	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.6	0.5	-

Intersection	
Int Delay, s/veh	165

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1728	358	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1728	358	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1920	453	551	1803	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	902	-	-	1187	1803	0	0	2373	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 181	338	-	-	~ 202	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 181	338	-	-	~ 202	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 834.4	0.2	193.4
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	181	~ 202	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.732	2.726	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 834.4	$ 826.6	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	43.4	47.9	-

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

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	32	754	40	34	365	22	0	0	0	9	20	20
Future Vol, veh/h	32	754	40	34	365	22	0	0	0	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	794	61	42	451	22	0	0	0	21	29	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	473	0	0	855	0	0	1499	1529	462
Stage 1	-	-	-	-	-	-	546	546	-
Stage 2	-	-	-	-	-	-	953	983	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	785	-	-	135	117	600
Stage 1	-	-	-	-	-	-	580	518	-
Stage 2	-	-	-	-	-	-	375	327	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1089	-	-	785	-	-	120	0	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	120	0	-
Stage 1	-	-	-	-	-	-	546	0	-
Stage 2	-	-	-	-	-	-	355	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0.8	28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	785	-	-	242
HCM Lane V/C Ratio	0.059	-	-	0.053	-	-	0.359
HCM Control Delay (s)	8.5	-	-	9.8	-	-	28
HCM Lane LOS	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	-	1.6

Intersection	
Int Delay, s/veh	8718.9

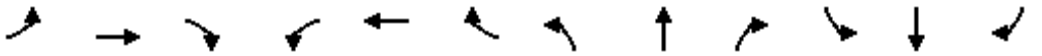
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	310	815	209	319	439
Future Vol, veh/h	486	310	815	209	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	559	373	906	317	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	559	0	2688	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	2129	-
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	-	0	1012	-	~ 24	529
Stage 1	-	0	-	-	572	-
Stage 2	-	0	-	-	~ 99	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1012	-	~ 3	529
Mov Cap-2 Maneuver	-	-	-	-	~ 3	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	~ 10	-

Approach	EB	WB	NB
HCM Control Delay, s	0	21.9	$ 26925.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	3	529	-	1012	-
HCM Lane V/C Ratio	128.112	0.883	-	0.895	-
HCM Control Delay (s)	$ 59590.5	43.7	-	29.5	-
HCM Lane LOS	F	E	-	D	-
HCM 95th %tile Q(veh)	50.5	9.9	-	12.9	-

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 (vph)	1437	81	29	0	0	133	0	670	25	0	641	1227
Future Volume (vph)	1437	81	29	0	0	133	0	670	25	0	641	1227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			4.5			5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00			0.95			0.91	0.91
Frt	1.00	0.99			0.86			0.99			0.93	0.85
Flt Protected	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (prot)	1681	1687			1611			3520			3156	1441
Flt Permitted	0.95	0.96			1.00			1.00			1.00	1.00
Satd. Flow (perm)	1681	1687			1611			3520			3156	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1562	91	36	0	0	162	0	728	28	0	782	1334
RTOR Reduction (vph)	0	1	0	0	155	0	0	2	0	0	114	178
Lane Group Flow (vph)	843	845	0	0	7	0	0	754	0	0	1335	489
Turn Type	Split	NA			NA			NA			NA	pt+ov
Protected Phases	4	4			8			2			6	6 4
Permitted Phases				8								
Actuated Green, G (s)	58.0	58.0			5.5			16.0			36.0	99.0
Effective Green, g (s)	58.0	58.0			5.5			16.0			36.0	99.0
Actuated g/C Ratio	0.43	0.43			0.04			0.12			0.27	0.73
Clearance Time (s)	5.0	5.0			4.5			5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	722	724			65			417			841	1056
v/s Ratio Prot	c0.50	0.50			c0.00			c0.21			c0.42	0.34
v/s Ratio Perm												
v/c Ratio	1.17	1.17			0.10			1.81			1.59	0.46
Uniform Delay, d1	38.5	38.5			62.4			59.5			49.5	7.3
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	90.0	89.7			0.7			373.3			270.2	0.3
Delay (s)	128.5	128.2			63.1			432.8			319.7	7.6
Level of Service	F	F			E			F			F	A
Approach Delay (s)		128.3			63.1			432.8			221.3	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	216.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	94.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↑			↕			↕	
Traffic Vol, veh/h	0	81	0	0	29	0	47	0	47	32	0	61
Future Vol, veh/h	0	81	0	0	29	0	47	0	47	32	0	61
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	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	90	0	0	35	0	71	0	63	43	0	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	-	-	-	0	158	125	90	157	125	35
Stage 1	-	-	-	-	-	-	90	90	-	35	35	-
Stage 2	-	-	-	-	-	-	68	35	-	122	90	-
Critical Hdwy	-	-	-	-	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	-	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	0	0	-	0	808	765	968	809	765	1038
Stage 1	0	-	0	0	-	0	917	820	-	981	866	-
Stage 2	0	-	0	0	-	0	942	866	-	882	820	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	756	765	968	756	765	1038
Mov Cap-2 Maneuver	-	-	-	-	-	-	756	765	-	756	765	-
Stage 1	-	-	-	-	-	-	917	820	-	981	866	-
Stage 2	-	-	-	-	-	-	882	866	-	825	820	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.1	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT	SBLn1
Capacity (veh/h)	842	-	-	906
HCM Lane V/C Ratio	0.159	-	-	0.12
HCM Control Delay (s)	10.1	-	-	9.5
HCM Lane LOS	B	-	-	A
HCM 95th %tile Q(veh)	0.6	-	-	0.4

Intersection	
Int Delay, s/veh	148.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	79	97	482
Future Vol, veh/h	50	29	754	79	97	482
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	108	388	548

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1924	464	0	0	928	0
Stage 1	874	-	-	-	-	-
Stage 2	1050	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	545	-	-	733	-
Stage 1	369	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 14	545	-	-	733	-
Mov Cap-2 Maneuver	~ 14	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	~ 71	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 2507.9	0	7.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	20	733	-
HCM Lane V/C Ratio	-	-	5.719	0.529	-
HCM Control Delay (s)	-	-	$ 2507.9	15.3	2.4
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	14.7	3.1	-

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

Intersection	
Int Delay, s/veh	131.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	490	0	1271	355	434	1437	0
Future Vol, veh/h	0	0	0	0	0	490	0	1271	355	434	1437	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	85	25	85	76	77	88	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	576	0	1495	467	564	1633	0

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	817	-	-	981	1633	0	0	1962	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	320	0	0	~ 249	393	-	-	~ 293	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	320	-	-	~ 249	393	-	-	~ 293	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	$ 635.7	0	117.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	393	-	-	-	249	~ 293	-
HCM Lane V/C Ratio	-	-	-	-	2.315	1.924	-
HCM Control Delay (s)	0	-	-	0	$ 635.7	$ 457.1	-
HCM Lane LOS	A	-	-	A	F	F	-
HCM 95th %tile Q(veh)	0	-	-	-	45.7	39.2	-

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

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	11	706	63	142	419	5	0	0	0	7	5	4
Future Vol, veh/h	11	706	63	142	419	5	0	0	0	7	5	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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	78	65	60	81	38	38	92	62	50	38	50
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	905	97	237	517	13	0	0	0	14	13	8

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	530	0	0	1002	0	0	1996	2044	524
Stage 1	-	-	-	-	-	-	998	998	-
Stage 2	-	-	-	-	-	-	998	1046	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1037	-	-	691	-	-	66	56	553
Stage 1	-	-	-	-	-	-	357	322	-
Stage 2	-	-	-	-	-	-	357	305	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1037	-	-	691	-	-	42	0	553
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	0	-
Stage 1	-	-	-	-	-	-	350	0	-
Stage 2	-	-	-	-	-	-	235	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	4	118.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1037	-	-	691	-	-	63
HCM Lane V/C Ratio	0.021	-	-	0.342	-	-	0.558
HCM Control Delay (s)	8.5	-	-	12.9	-	-	118.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	1.5	-	-	2.3

Intersection	
Int Delay, s/veh	1383.4

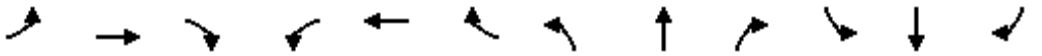
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱	↰	↑	↰	↱
Traffic Vol, veh/h	365	355	826	405	178	202
Future Vol, veh/h	365	355	826	405	178	202
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	386	898	440	193	220

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	397	0	2633	397
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	2236	-
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	-	0	1162	-	~ 26	652
Stage 1	-	0	-	-	679	-
Stage 2	-	0	-	-	~ 87	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1162	-	~ 6	652
Mov Cap-2 Maneuver	-	-	-	-	~ 6	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	~ 20	-

Approach	EB	WB	NB
HCM Control Delay, s	0	11.9	$ 7155.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	6	652	-	1162	-
HCM Lane V/C Ratio	32.246	0.337	-	0.773	-
HCM Control Delay (s)	$ 15260	13.3	-	17.7	-
HCM Lane LOS	F	B	-	C	-
HCM 95th %tile Q(veh)	26.2	1.5	-	8.2	-

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 (vph)	1245	0	25	67	340	59	0	500	0	0	598	944
Future Volume (vph)	1245	0	25	67	340	59	0	500	0	0	598	944
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0			4.5			4.5			4.5	4.5
Lane Util. Factor	0.95	0.95			0.95			0.95			0.91	0.91
Frt	1.00	0.99			0.98			1.00			0.94	0.85
Flt Protected	0.95	0.95			0.99			1.00			1.00	1.00
Satd. Flow (prot)	1681	1676			3436			3539			3178	1441
Flt Permitted	0.95	0.95			0.51			1.00			1.00	1.00
Satd. Flow (perm)	1681	1676			1784			3539			3178	1441
Peak-hour factor, PHF	0.96	0.61	0.70	0.52	0.77	0.69	0.92	0.88	0.69	0.71	0.85	0.90
Adj. Flow (vph)	1297	0	36	129	442	86	0	568	0	0	704	1049
RTOR Reduction (vph)	0	35	0	0	12	0	0	0	0	0	110	119
Lane Group Flow (vph)	674	624	0	0	645	0	0	568	0	0	1098	426
Turn Type	Prot	NA		Perm	NA			NA			NA	pt+ov
Protected Phases	4!				8!			2			6	6 4!
Permitted Phases				8								
Actuated Green, G (s)	46.5	46.5			46.5			13.5			29.5	80.5
Effective Green, g (s)	46.5	46.5			46.5			13.5			29.5	80.5
Actuated g/C Ratio	0.45	0.45			0.45			0.13			0.29	0.78
Clearance Time (s)	4.5				4.5			4.5			4.5	
Vehicle Extension (s)	3.0				3.0			3.0			3.0	
Lane Grp Cap (vph)	758	756			805			463			910	1126
v/s Ratio Prot	c0.40	0.37						c0.16			c0.35	0.30
v/s Ratio Perm					0.36							
v/c Ratio	0.89	0.83			1.07dl			1.23			1.21	0.38
Uniform Delay, d1	25.9	24.7			24.3			44.8			36.8	3.5
Progression Factor	1.00	1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2	14.7	10.0			5.8			119.9			103.4	0.2
Delay (s)	40.6	34.7			30.1			164.7			140.2	3.7
Level of Service	D	C			C			F			F	A
Approach Delay (s)		37.7			30.1			164.7			97.7	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	103.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	85.9%	ICU Level of Service	E
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

! Phase conflict between lane groups.

c Critical Lane Group

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	220	0	40	0	0	0	0	207
Future Vol, veh/h	0	0	0	0	220	0	40	0	0	0	0	207
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	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	81	42	44	72	50	75	62	62	33	44	80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	306	0	53	0	0	0	0	259

Major/Minor	Major2			Minor1			Minor2				
Conflicting Flow All	-	-	0	153	-	-	-	-	153		
Stage 1	-	-	-	0	-	-	-	-	-		
Stage 2	-	-	-	153	-	-	-	-	-		
Critical Hdwy	-	-	-	7.54	-	-	-	-	6.94		
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	-	-	-	6.54	-	-	-	-	-		
Follow-up Hdwy	-	-	-	3.52	-	-	-	-	3.32		
Pot Cap-1 Maneuver	0	-	0	799	0	0	0	0	866		
Stage 1	0	-	0	-	0	0	0	0	-		
Stage 2	0	-	0	834	0	0	0	0	-		
Platoon blocked, %		-									
Mov Cap-1 Maneuver	-	-	-	560	-	-	-	-	866		
Mov Cap-2 Maneuver	-	-	-	560	-	-	-	-	-		
Stage 1	-	-	-	-	-	-	-	-	-		
Stage 2	-	-	-	585	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	0	12.1	10.9
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBT	SBLn1
Capacity (veh/h)	560	-	866
HCM Lane V/C Ratio	0.095	-	0.299
HCM Control Delay (s)	12.1	-	10.9
HCM Lane LOS	B	-	B
HCM 95th %tile Q(veh)	0.3	-	1.3

Intersection	
Int Delay, s/veh	4.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	56	7	553	74	77	502
Future Vol, veh/h	56	7	553	74	77	502
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	60	50	87	79	75	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	14	636	94	103	540

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1159	365	0	0	730	0
Stage 1	683	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	189	632	-	-	870	-
Stage 1	463	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	632	-	-	870	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.3	0	2.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	870	-
HCM Lane V/C Ratio	-	-	0.617	0.118	-
HCM Control Delay (s)	-	-	54.3	9.7	0.6
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.4	-

Intersection	
Int Delay, s/veh	177.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	7	0	0	445	13	1687	445	446	1641	0
Future Vol, veh/h	0	0	7	0	0	445	13	1687	445	446	1641	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	-	-	0	-	-	0	75	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	33	92	92	90	58	90	79	81	91	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	21	0	0	494	22	1874	563	551	1803	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	902	-	-	1219	1803	0	0	2437	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.94	-	-	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.32	-	-	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	281	0	0	~ 172	338	-	-	~ 190	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	-	-	281	-	-	~ 172	338	-	-	~ 190	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.9	$ 900.5	0.1	211.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	338	-	-	281	172	~ 190	-
HCM Lane V/C Ratio	0.066	-	-	0.075	2.875	2.898	-
HCM Control Delay (s)	16.4	-	-	18.9	$ 900.5	$ 906.1	-
HCM Lane LOS	C	-	-	C	F	F	-
HCM 95th %tile Q(veh)	0.2	-	-	0.2	44.5	49.3	-

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

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	781	76	169	365	22	0	0	0	9	20	20
Future Vol, veh/h	32	781	76	169	365	22	0	0	0	9	20	20
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	30	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	95	66	81	81	100	69	42	67	42	69	55
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	822	115	209	451	22	0	0	0	21	29	36

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	473	0	0	937	0	0	1888	1945	462
Stage 1	-	-	-	-	-	-	880	880	-
Stage 2	-	-	-	-	-	-	1008	1065	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1089	-	-	731	-	-	77	65	600
Stage 1	-	-	-	-	-	-	406	365	-
Stage 2	-	-	-	-	-	-	353	299	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1089	-	-	731	-	-	52	0	600
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	0	-
Stage 1	-	-	-	-	-	-	382	0	-
Stage 2	-	-	-	-	-	-	252	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	3.6	86.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	731	-	-	122
HCM Lane V/C Ratio	0.059	-	-	0.285	-	-	0.711
HCM Control Delay (s)	8.5	-	-	11.9	-	-	86.4
HCM Lane LOS	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	1.2	-	-	3.9

Intersection	
Int Delay, s/veh	3630.4

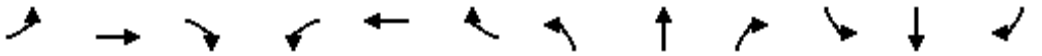
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	486	355	680	344	319	439
Future Vol, veh/h	486	355	680	344	319	439
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Free	-	None	-	Yield
Storage Length	-	160	450	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	83	90	66	83	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	559	428	756	521	384	467

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	559	0	2592	559
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	2033	-
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	-	0	1012	-	~ 28	529
Stage 1	-	0	-	-	572	-
Stage 2	-	0	-	-	~ 110	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1012	-	~ 7	529
Mov Cap-2 Maneuver	-	-	-	-	~ 7	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	~ 28	-

Approach	EB	WB	NB
HCM Control Delay, s	0	10.8	$ 11440.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (veh/h)	7	529	-	1012	-
HCM Lane V/C Ratio	54.905	0.883	-	0.747	-
HCM Control Delay (s)	$ 25289.7	43.7	-	18.2	-
HCM Lane LOS	F	E	-	C	-
HCM 95th %tile Q(veh)	50	9.9	-	7.2	-

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 (vph)	1489	0	29	70	403	81	0	670	0	0	551	1227
Future Volume (vph)	1489	0	29	70	403	81	0	670	0	0	551	1227
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	5.0
Lane Util. Factor	0.95	0.95			1.00	1.00		0.95			0.91	0.91
Frt	1.00	0.99			1.00	0.85		1.00			0.93	0.85
Flt Protected	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (prot)	1681	1678			1844	1583		3539			3137	1441
Flt Permitted	0.95	0.95			0.99	1.00		1.00			1.00	1.00
Satd. Flow (perm)	1681	1678			1844	1583		3539			3137	1441
Peak-hour factor, PHF	0.92	0.89	0.80	0.64	0.95	0.82	0.92	0.92	0.88	0.78	0.82	0.92
Adj. Flow (vph)	1618	0	36	109	424	99	0	728	0	0	672	1334
RTOR Reduction (vph)	0	59	0	0	0	86	0	0	0	0	133	183
Lane Group Flow (vph)	825	770	0	0	533	13	0	728	0	0	1206	484
Turn Type	Split	NA		Split	NA	Perm		NA			NA	pt+ov
Protected Phases	4	4		8	8			2			6	6 4
Permitted Phases						8						
Actuated Green, G (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Effective Green, g (s)	53.0	53.0			15.0	15.0		15.0			32.0	90.0
Actuated g/C Ratio	0.39	0.39			0.11	0.11		0.11			0.24	0.67
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	659	658			204	175		393			743	960
v/s Ratio Prot	c0.49	0.46			c0.29			c0.21			c0.38	0.34
v/s Ratio Perm						0.01						
v/c Ratio	1.25	1.17			2.61	0.07		1.85			1.62	0.50
Uniform Delay, d1	41.0	41.0			60.0	53.8		60.0			51.5	11.3
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	125.6	92.3			739.8	0.2		393.3			286.7	0.4
Delay (s)	166.6	133.3			799.8	53.9		453.3			338.2	11.7
Level of Service	F	F			F	D		F			F	B
Approach Delay (s)		149.9			682.9			453.3			229.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	292.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	108.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	191	0	99	0	0	0	0	265
Future Vol, veh/h	0	0	0	0	191	0	99	0	0	0	0	265
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	-	-	-	-	0
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	90	35	25	83	50	66	50	75	75	40	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	230	0	150	0	0	0	0	288

Major/Minor	Major2			Minor1			Minor2			
Conflicting Flow All	-	-	0	115	-	-	-	-	115	
Stage 1	-	-	-	0	-	-	-	-	-	
Stage 2	-	-	-	115	-	-	-	-	-	
Critical Hdwy	-	-	-	7.54	-	-	-	-	6.94	
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.54	-	-	-	-	-	
Follow-up Hdwy	-	-	-	3.52	-	-	-	-	3.32	
Pot Cap-1 Maneuver	0	-	0	850	0	0	0	0	916	
Stage 1	0	-	0	-	0	0	0	0	-	
Stage 2	0	-	0	877	0	0	0	0	-	
Platoon blocked, %		-								
Mov Cap-1 Maneuver	-	-	-	583	-	-	-	-	916	
Mov Cap-2 Maneuver	-	-	-	583	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	-	-	-	
Stage 2	-	-	-	601	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	0	13.3	10.7
HCM LOS		B	B

Minor Lane/Major Mvmt	NBLn1	WBT	SBLn1
Capacity (veh/h)	583	-	916
HCM Lane V/C Ratio	0.257	-	0.314
HCM Control Delay (s)	13.3	-	10.7
HCM Lane LOS	B	-	B
HCM 95th %tile Q(veh)	1	-	1.4

Intersection	
Int Delay, s/veh	73.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	29	754	104	79	500
Future Vol, veh/h	50	29	754	104	79	500
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	64	80	92	73	25	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	36	820	142	316	568

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1807	481	0	0	962	0
Stage 1	891	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 70	531	-	-	711	-
Stage 1	361	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 25	531	-	-	711	-
Mov Cap-2 Maneuver	~ 25	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	123	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, $	1213.6	0	6.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	36	711	-
HCM Lane V/C Ratio	-	-	3.177	0.444	-
HCM Control Delay (s)	-	-	$ 1213.6	14.1	2.2
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	13.1	2.3	-

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

Appendix G

RODEL Reports

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	14.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	14.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	14.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	18.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	18.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	18.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2021 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	211		197		618	1038		0.2034	
2	WB FLORIDA RD	None	684		99		309	1091		0.6269	
3	EB 15TH ST	None	356		459		324	895		0.3979	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	4.09		4.09	0.74		A		A
2	WB FLORIDA RD	None	8.02		8.02	5.09		A		A
3	EB 15TH ST	None	6.25		6.25	2.03		A		A

Global Results

Performance and Accidents

2021 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1251		1251
Capacity	veh/hr	3023		3023
Average Delay	sec/veh	6.86		6.86
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.38		2.38

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	14.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	14.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	14.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	18.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	18.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	18.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2021 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	421		264		545	1001		0.4206	
2	WB FLORIDA RD	None	569		177		508	1049		0.5427	
3	EB 15TH ST	None	431		378		368	939		0.4591	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	5.76		5.76	2.17		A		A
2	WB FLORIDA RD	None	6.89		6.89	3.58		A		A
3	EB 15TH ST	None	6.59		6.59	2.60		A		A

Global Results

Performance and Accidents

2021 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1421		1421
Capacity	veh/hr	2988		2988
Average Delay	sec/veh	6.47		6.47
L.O.S. (Signal)	A – F	A		A
L.O.S. (Unsig)	A – F	A		A
Total Delay	veh.hrs	2.55		2.55

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	14.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	14.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	14.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	18.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	18.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	18.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2041 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	380		355		984	952		0.3994	
2	WB FLORIDA RD	None	1231		178		557	1048		1.1746	
3	EB 15TH ST	None	641		698		520	764		0.8388	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	5.86		5.86	2.00		A		A
2	WB FLORIDA RD	None	252.76		252.76	322.23		F		F
3	EB 15TH ST	None	24.44		24.44	15.39		C		C

Global Results

Performance and Accidents

2041 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2252		2252
Capacity	veh/hr	2764		2764
Average Delay	sec/veh	146.11		146.11
L.O.S. (Signal)	A – F	F		F
L.O.S. (Unsig)	A – F	F		F
Total Delay	veh.hrs	91.40		91.40

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	14.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	14.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	14.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	18.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	18.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	18.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2041 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	758		467		925	890		0.8517	
2	WB FLORIDA RD	None	1024		319		906	971		1.0544	
3	EB 15TH ST	None	776		629		637	802		0.9680	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	24.36		24.36	19.09		C		C
2	WB FLORIDA RD	None	134.24		134.24	144.50		F		F
3	EB 15TH ST	None	63.78		63.78	50.94		F		F

Global Results

Performance and Accidents

2041 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2558		2558
Capacity	veh/hr	2663		2663
Average Delay	sec/veh	80.30		80.30
L.O.S. (Signal)	A – F	F		F
L.O.S. (Unsig)	A – F	F		F
Total Delay	veh.hrs	57.06		57.06

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	15.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	15.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	15.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	19.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	19.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	19.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2041 AM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	299		355		782	1007		0.2968	
2	WB FLORIDA RD	None	901		178		476	1106		0.8143	
3	EB 15TH ST	None	641		496		583	929		0.6904	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	4.89		4.89	1.29		A		A
2	WB FLORIDA RD	None	17.61		17.61	16.40		C		C
3	EB 15TH ST	None	12.49		12.49	8.11		B		B

Global Results

Performance and Accidents

2041 AM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	1841		1841
Capacity	veh/hr	3042		3042
Average Delay	sec/veh	13.76		13.76
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	B		B
Total Delay	veh.hrs	7.04		7.04

Operational Data

Main Geometry (ft)

Approach and Entry Geometry

Leg	Leg Names	Approach Bearing (deg)	Grade Separation G	Half Width V	Approach Lanes n	Entry Width E	Entry Lanes n	Flare Length L'	Entry Radius R	Entry Angle Phi
1	NB 3RD AVE	0	0	12.00	1	15.00	1	164.00	70.00	30.00
2	WB FLORIDA RD	90	0	12.00	1	15.00	1	164.00	70.00	30.00
3	EB 15TH ST	270	0	12.00	1	15.00	1	164.00	70.00	30.00

Circulating and Exit Geometry

Leg	Leg Names	Inscribed Diameter D	Circulating Width C	Circulating Lanes nc	Exit Width Ex	Exit Lanes nex	Exit Half Width Vx	Exit Half Width Lanes nvx
1	NB 3RD AVE	80.00	19.00	1	14.00	1	12.00	1
2	WB FLORIDA RD	80.00	19.00	1	14.00	1	12.00	1
3	EB 15TH ST	80.00	19.00	1	14.00	1	12.00	1

Capacity Modifiers and Capacity Calibration (veh/hr)

Leg	Leg Names	Entry Capacity		Entry Calibration		Approach Road			Exit Road		
		Capacity + or -	XWalk Factor	Intercept + or -	Slope Factor	V (ft)	Default Capacity	Calib Capacity	V (ft)	Default Capacity	Calib Capacity
1	NB 3RD AVE	0	1.000	0	1.000	20.00	1792	0	12.00	1792	0
2	WB FLORIDA RD	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0
3	EB 15TH ST	0	1.000	0	1.000	24.00	1792	0	12.00	1792	0

Operational Results

2041 PM Peak - 60 minutes

Flows and Capacity

Leg	Leg Names	Bypass Type	Flows (veh/hr)					Capacity (veh/hr)			
			Arrival Flow		Opposing Flow		Exit Flow	Capacity		Average VCR	
			Entry	Bypass	Entry	Bypass		Entry	Bypass	Entry	Bypass
1	NB 3RD AVE	None	583		475		709	940		0.6200	
2	WB FLORIDA RD	None	752		319		739	1028		0.7319	
3	EB 15TH ST	None	776		408		663	978		0.7937	

Delays, Queues and Level of Service

Leg	Leg Names	Bypass Type	Average Delay (sec)			95% Queue (veh)		Level of Service		
			Entry	Bypass	Leg	Entry	Bypass	Entry	Bypass	Leg
1	NB 3RD AVE	None	9.86		9.86	5.61		A		A
2	WB FLORIDA RD	None	12.93		12.93	9.80		B		B
3	EB 15TH ST	None	18.51		18.51	15.26		C		C

Global Results

Performance and Accidents

2041 PM Peak Global Performance

Parameter	Units	Entries	Bypasses	Total
Arrive Flows	veh/hr	2111		2111
Capacity	veh/hr	2946		2946
Average Delay	sec/veh	14.14		14.14
L.O.S. (Signal)	A – F	B		B
L.O.S. (Unsig)	A – F	B		B
Total Delay	veh.hrs	8.29		8.29

Appendix H

Delay and LOS Results Summary

Scenario #	Variation	Description
0		Baseline/ No Action
1	1-1	14th NO SBL- 80% Split 13th St
	1-2	14th NO SBL- 80% Split 15th St
2		14th RIRO
3		14th ONE-WAY WB
4		14th REALIGNED
5	5-1	3rd NO NBL
	5-2	3rd/15th CFI
	5-3	3rd/15th ROUNDABOUT
6		14th NO SBL + 2nd ONE-WAY SB
7		14th RIRO + 2nd ONE-WAY SB
8		14th ONE-WAY WB + 2nd ONE-WAY SB
9		14th NO SBL + 2nd ONE-WAY NB+SB
10		14th RIRO + 2nd ONE-WAY NB+SB
11		14th ONE WAY WB + 2nd ONE-WAY NB+SB

Scenario 0: Baseline/No Action

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	27	D	66	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	12
		Right	0	A	16	C	55	F	102	F	0	A	0	A	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	0	A	5	A	10	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	22	C	20	C	22	C	21	C	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	22	C	20	C	22	C	21	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	2	A	9	A	242	F	622	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	94
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	119	F	287	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	38	D	60	E	103	F	138	F	0	A	0	A	122	F	102	F	**Delay**	
		Through	0	A	0	A	0	A	0	A	69	E	161	F	0	A	0	A	57	91
		Right	0	A	0	A	47	D	55	E	70	E	162	F	35	C	89	F	**LOS**	
		Approach	38	D	60	E	96	F	125	F	69	E	161	F	62	E	93	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	12	B	12	B	10	B	10	B	4	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	12	B	12	B	10	B	10	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	14	B	15	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	1	A	1	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	14	B	15	B	0	A	0	A	1	A	1	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	17	C	322	F	708	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	0	A	--	--	--	--	104	146
		Right	0	A	19	C	528	F	781	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	528	F	781	F	0	A	0	A	80	F	159	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	11	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	226	F	503	F	140	F	387	F	11	53
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	226	F	503	F	140	F	387	F	B	D
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	17	C	18	C	15260	F	25290	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1390	3647
		Right	0	A	0	A	--	--	--	--	13	B	41	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	7155	F	11439	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	64	F	123	F	422	F	479	F	0	A	0	A	111	F	89	F	**Delay**	
		Through	0	A	0	A	0	A	0	A	217	F	534	F	82	F	67	E	131	216
		Right	0	A	0	A	50	D	57	E	219	F	534	F	89	F	166	F	**LOS**	
		Approach	64	E	123	F	373	F	413	F	218	F	534	F	93	E	133	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	18	C	23	C	14	B	14	B	6	9
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	18	C	23	C	14	B	14	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	31	D	45	E	--	--	--	--	--	--	10	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	0	A	3	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	31	D	45	E	0	A	0	A	1	A	1	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 1-2: 14th NO SBL - 80% Split 15th St

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	35	D	115	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	9	17
		Right	0	A	16	C	56	F	102	F	0	A	14	B	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	0	A	7	A	22	C	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	24	C	21	C	24	C	22	C	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	24	C	21	C	24	C	22	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	A	9	A	267	F	700	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	29	103
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	131	F	323	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	21	C	30	C	46	D	77	F	0	A	0	A	--	--	--	--	**Delay**	
		Through	0	A	0	A	0	A	0	A	29	C	36	D	39	D	48	D	22	28
		Right	0	A	0	A	34	C	44	D	29	C	36	D	6	A	6	A	**LOS**	
		Approach	21	C	30	C	44	D	72	E	29	C	36	D	15	B	17	B	C	C
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	2	A	1	A	1	A	11	B	11	B	10	B	10	B	5	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	2	A	1	A	1	A	11	B	11	B	10	B	10	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	14	B	17	C	--	--	--	--	--	--	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	2	A	0	A	1	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	14	B	17	C	0	A	0	A	2	A	2	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	447	F	940	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	127	188
		Right	0	A	18	C	528	F	781	F	0	A	16	C	--	--	--	--	**LOS**	
		Approach	0	A	18	C	528	F	781	F	0	A	0	A	128	F	250	C	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	9	A	12	B	12	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	334	F	744	F	188	F	588	F	15	74
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	4	A	334	F	744	F	188	F	588	F	B	E
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	19	C	20	C	18398	F	29577	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1643	4173
		Right	0	A	0	A	--	--	--	--	14	B	56	F	--	--	--	--	**LOS**	
		Approach	0	A	0	A	13	B	12	B	8625	F	13383	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	72	F	41	D	79	E	336	F	0	A	0	A	--	--	--	--	**Delay**	
		Through	0	A	0	A	0	A	0	A	32	C	60	E	143	F	279	F	61	92
		Right	0	A	0	A	32	C	54	D	32	C	60	E	9	A	7	A	**LOS**	
		Approach	72	E	41	D	73	E	292	F	32	C	60	E	60	E	100	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	7	A	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	15	C	16	C	13	B	13	B	6	8
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	15	C	16	C	13	B	13	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	35	E	112	F	--	--	--	--	--	--	11	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	0	A	3	8
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	35	E	112	F	0	A	0	A	1	A	3	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 2: 14th RIRO

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	28	D	75	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	13
		Right	0	A	16	C	56	F	102	F	0	A	14	B	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	0	B	5	A	12	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	8	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	22	C	16	C	22	C	16	C	2	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	1	A	1	A	22	C	16	C	22	C	16	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	A	10	A	352	F	850	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	37	130
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	7	A	7	A	171	F	390	F	--	--	--	--	D	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	15	B	21	C	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	29	C	31	C	38	D	42	D	16	19
		Right	0	A	0	A	34	C	73	E	29	C	31	C	2	A	3	A	**LOS**	
		Approach	15	B	21	C	45	D	73	E	29	C	31	C	13	B	13	B	B	B
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	7	A	2	A	7	A	3	A	10	A	10	A	10	A	9	A	5	7
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	2	A	3	A	3	A	10	A	10	A	10	A	9	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	16	C	29	D	--	--	--	--	--	--	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	2	A	1	A	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	16	C	29	D	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	322	F	584	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	104	129
		Right	0	A	18	C	528	F	665	F	0	A	15	C	--	--	--	--	**LOS**	
		Approach	0	A	18	C	528	F	665	F	0	A	0	B	80	E	138	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	10	A	10	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	56	F	86	F	45	E	76	F	3	11
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	1	A	1	A	56	F	86	F	45	E	76	F	A	B
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	24	C	28	D	30948	F	59591	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	2815	8760
		Right	0	A	0	A	--	--	--	--	13	B	41	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	18	C	21	C	14504	F	26924	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	28	C	56	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	26	C	30	C	97	F	141	F	35	52
		Right	0	A	0	A	82	F	120	F	26	C	30	C	3	A	3	A	**LOS**	
		Approach	28	C	56	E	82	F	120	F	26	C	30	C	41	D	55	E	C	D
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	7	A	2	A	7	A	3	A	11	B	12	A	11	B	10	B	7	8
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	2	A	3	A	3	A	11	B	12	A	11	B	10	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	48	E	311	F	--	--	--	--	9	A	11	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	2	A	4	20
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	48	E	311	F	0	A	0	A	1	A	3	A	A	B

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 3: 14th ONE-WAY WB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	33	D	91	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	9	15
		Right	0	A	16	C	68	F	116	F	0	A	14	B	--	--	--	--	**LOS**	
		Approach	0	A	16	C	68	F	116	F	0	A	0	A	6	A	15	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	24	C	21	C	24	C	22	C	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	24	C	21	C	24	C	22	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	9	A	9	A	248	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	97
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	122	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	27	C	100	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	25	C	71	E	--	--	141	F	47	D	113	F	38	D	88	F	27	80
		Right	--	--	--	--	15	B	54	D	--	--	--	--	3	A	11	B	**LOS**	
		Approach	26	C	85	F	15	B	127	F	47	D	113	F	26	B	59	E	C	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	0	A	0	A	10	B	10	B	10	A	10	A	4	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	0	A	0	A	10	B	10	B	10	A	10	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	15	C	25	C	--	--	--	--	--	--	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	2	A	1	A	2	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	15	C	25	C	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	411	F	826	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	123	164
		Right	0	A	19	C	623	F	878	F	0	A	17	C	--	--	--	--	**LOS**	
		Approach	0	A	19	C	623	F	878	F	0	A	0	A	102	F	185	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	12	B	9	A	12	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	380	F	744	F	211	F	569	F	16	73
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	4	A	380	F	744	F	211	F	569	F	B	E
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	17	C	18	C	16260	F	25390	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1390	3647
		Right	0	A	0	A	--	--	--	--	13	B	41	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	7155	F	11439	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	46	D	143	F	63	E	173	F	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	0	A	0	A	27	C	34	C	132	F	214	F	50	104
		Right	--	--	--	--	54	D	41	D	--	--	--	--	6	A	10	A	**LOS**	
		Approach	46	D	143	F	59	E	152	F	27	C	34	C	57	E	87	F	D	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	0	A	0	A	13	B	13	B	11	B	11	B	5	7
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	0	A	0	A	13	B	13	B	11	B	11	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	43	E	136	F	--	--	--	--	9	A	11	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	1	A	4	9
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	43	E	136	F	0	A	0	A	1	A	2	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 4: 14th REALIGNED

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	14	B	66	F	66	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	12	12
		Right	0	A	16	C	102	F	102	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	102	F	102	F	0	A	0	A	10	B	10	B	B	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	20	C	21	C	21	C	22	C	4	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	1	A	1	A	3	A	3	A	20	C	21	C	21	C	22	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	9	A	9	A	622	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	94	97
		Right	0	A	0	A	--	--	--	--	13	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	287	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	0	A	56	E	269	F	--	--	196	F	--	--	--	--	--	--	**Delay**	
		Through	0	A	56	E	48	D	424	F	19	B	359	F	209	F	280	F	180	274
		Right	--	--	--	--	--	--	56	E	--	--	--	--	8	A	18	B	**LOS**	
		Approach	0	A	56	E	240	F	367	F	180	F	233	F	140	F	280	E	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	12	B	12	B	10	B	10	B	4	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	12	B	12	B	10	B	10	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	14	B	15	B	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	0	A	1	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	14	B	15	B	0	A	0	A	1	A	1	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	17	C	322	F	708	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	104	146
		Right	0	A	19	C	528	F	781	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	528	F	781	F	0	A	0	A	80	E	159	F	F	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	11	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	226	F	503	F	140	F	387	F	11	53
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	226	F	503	F	140	F	387	F	B	D
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	17	C	18	C	15260	F	25290	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1390	3647
		Right	0	A	0	A	--	--	--	--	13	B	41	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	7155	F	11439	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	--	--	--	--	462	F	--	--	196	F	--	--	--	--	--	--	**Delay**	
		Through	44	D	52	D	44	D	599	F	19	B	585	F	209	F	647	F	180	528
		Right	--	--	--	--	--	--	51	D	--	--	--	--	8	A	27	C	**LOS**	
		Approach	44	D	52	D	405	F	511	F	180	F	585	F	140	F	605	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	18	C	23	C	14	B	14	B	6	9
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	18	C	23	C	14	B	14	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	31	D	45	E	--	--	--	--	9	A	10	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	0	A	3	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	31	D	45	E	0	A	0	A	1	A	1	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 5-1: 3rd NO SBL

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound AM Delay	Eastbound AM LOS	Eastbound PM Delay	Eastbound PM LOS	Westbound AM Delay	Westbound AM LOS	Westbound PM Delay	Westbound PM LOS	Northbound AM Delay	Northbound AM LOS	Northbound PM Delay	Northbound PM LOS	Southbound AM Delay	Southbound AM LOS	Southbound PM Delay	Southbound PM LOS	Overall AM	Overall PM
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	14	B	27	D	71	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	13
		Right	0	A	16	C	58	F	108	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	58	F	108	F	0	A	0	A	5	A	11	B	B	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	22	C	20	C	22	C	21	C	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	22	C	20	C	22	C	21	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	B	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--			10	B	13	B	--	--	--	--	6	6
		Right	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	10	B	13	B	--	--	--	--	A	A
4: Main Ave & Camino Del Rio/14th St	Signal	Left	38	D	60	E	103	F	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	47	D	440	F	69	E	161	F	122	F	102	F	57	121
		Right	--	--	--	--	--	--	57	E	70	E	162	F	35	C	89	F	**LOS**	
		Approach	38	D	60	E	96	F	161	F	69	E	161	F	62	E	93	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	14	B	16	C	12	B	13	B	4	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	14	B	16	C	12	B	13	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	14	B	15	B	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	0	A	1	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	14	B	15	B	0	A	0	A	1	A	1	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound AM Delay	Eastbound AM LOS	Eastbound PM Delay	Eastbound PM LOS	Westbound AM Delay	Westbound AM LOS	Westbound PM Delay	Westbound PM LOS	Northbound AM Delay	Northbound AM LOS	Northbound PM Delay	Northbound PM LOS	Southbound AM Delay	Southbound AM LOS	Southbound PM Delay	Southbound PM LOS	Overall AM	Overall PM
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	19	C	331	F	746	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	0	A	--	--	--	--	106	152
		Right	0	A	19	C	539	F	814	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	539	F	814	F	0	A	0	A	82	F	167	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	11	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	226	F	503	F	140	F	387	F	11	53
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	226	F	503	F	140	F	387	F	B	D
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	17	C	18	C	--	--	253	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	11	83
		Right	0	A	0	A	--	--	--	--	21	C	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	21	C	253	F	--	--	--	--	B	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	64	F	123	F	830	F	1081	F	0	A	0	A	111	F	89	F	**Delay**	
		Through	0	A	0	A	0	A	0	A	217	F	534	F	82	F	67	E	131	216
		Right	0	A	0	A	51	D	69	E	219	F	534	F	89	F	166	F	**LOS**	
		Approach	64	E	123	F	730	F	924	F	218	F	534	F	93	E	133	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	30	D	171	F	22	C	32	D	7	26
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	30	D	171	F	22	C	32	D	A	C
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	32	D	48	E	--	--	--	--	9	A	10	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	0	A	3	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	32	D	48	E	0	A	0	A	1	A	1	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 5-2: 3rd and 15th CFI

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	14	B	27	D	113	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	20
		Right	0	A	16	C	58	F	163	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	58	F	163	F	0	A	0	A	5	A	18	B	B	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	22	C	33	D	22	C	31	D	2	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	22	C	33	D	22	C	31	D	A	A
3_1: 15th St	CFI	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	18	B	18	B	20	B	16	B	0	A	--	--	--	--	--	--	19	17
		Right	18	B	17	B	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	18	B	17	B	20	B	16	B	0	A	--	--	--	--	--	--	B	B
3_2: 3rd Ave & 15th St	CFI	Left	--	--	--	--	5	A	5	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	18	B	17	B	0	A	3	A	11	B	17	C	--	--	--	--	7	8
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	18	B	17	B	3	A	4	A	11	B	17	C	--	--	--	--	A	A
3_3: 3rd Ave	CFI	Left	--	--	--	--	--	--	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	18	B	0	A	20	B			0	A	21	C	21	C	16	B	20	19
		Right	18	B	0	A	--	--	--	--	21	B	--	--	--	--	--	--	**LOS**	
		Approach	18	B	0	A	6	A	6	A	20	B	21	C	21	C	16	B	C	B
4: Main Ave & Camino Del Rio/14th St	Signal	Left	38	D	61	E	288	F	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	48	D	570	F	69	E	88	F	122	F	164	F	77	159
		Right	--	--	--	--	--	--	51	E	70	E	88	F	35	C	146	F	**LOS**	
		Approach	38	D	61	E	257	F	492	F	69	E	88	F	62	E	151	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	12	B	15	C	10	B	13	B	4	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	12	B	15	C	10	B	13	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	14	B	15	B	--	--	--	--	--	--	8	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	14	B	0	A	12	A	0	A	1	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	14	B	15	B	14	B	0	A	12	A	1	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	19	C	331	F	961	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	0	A	--	--	--	--	106	194
		Right	0	A	19	C	539	F	1018	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	539	F	1018	F	0	A	19	C	82	F	218	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	14	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	226	F	503	F	140	F	1421	F	11	77
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	5	A	226	F	503	F	140	F	1421	F	B	E
3_1: 15th St	CFI	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	16	B	19	B	19	B	13	B	0	A	--	--	--	--	--	--	17	16
		Right	16	B	14	B	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	16	B	17	B	19	B	13	B	0	A	--	--	--	--	--	--	B	B
3_2: 3rd Ave & 15th St	CFI	Left	--	--	--	--	16	B	5	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	16	B	16	B	0	A	3	A	0	A	19	B	--	--	--	--	8	18
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	16	B	16	B	16	B	4	A	0	A	19	B	--	--	--	--	A	B
3_3: 3rd Ave	CFI	Left	--	--	--	--	--	--	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	0	A			0	A	0	A	13	B	10	B	20	116
		Right	--	--	--	--	--	--	--	--	24	C	158	F	--	--	--	--	**LOS**	
		Approach	--	--	--	--	0	A	6	A	24	C	158	F	13	B	10	B	B	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	64	F	132	F	830	F	1326	F	0	A	0	A	111	F	142	F	**Delay**	
		Through	0	A	0	A	0	A	0	A	217	F	364	F	82	F	102	F	196	364
		Right	0	A	0	A	51	D	72	E	219	F	363	F	89	F	235	F	**LOS**	
		Approach	64	E	132	F	730	F	1137	F	218	F	363	F	93	F	193	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	2	A	3	A	1	A	1	A	30	D	202	F	22	C	51	F	7	31
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	2	A	3	A	1	A	1	A	30	D	202	F	22	C	51	F	A	C
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	32	D	46	E	--	--	--	--	9	A	10	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	0	A	3	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	32	D	46	E	0	A	0	A	0	A	1	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 5-3: 3rd and 15th ROUNDABOUT						
Intersection	Existing (2021)		Future (2041)- 16% growth		Future (2041)- 80% growth	
	AM	PM	AM	PM	AM	PM
NB 3rd Ave	Delay		Delay		Delay	
	4	6	5	10	6	24
	LOS		LOS		LOS	
	A	A	A	A	A	C
WB Florida Rd	Delay		Delay		Delay	
	8	7	18	13	253	134
	LOS		LOS		LOS	
	A	A	C	B	F	F
EB 15th St	Delay		Delay		Delay	
	6	7	12	19	24	64
	LOS		LOS		LOS	
	A	A	B	C	C	F

Scenario 6: 14th NO SBL + 2nd ONE-WAY SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	14	B	28	D	75	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	8	13
		Right	0	A	16	C	56	F	102	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	0	B	5	A	12	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	18	C	15	B	2	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	--	--	--	--	18	C	15	B	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	2	A	9	A	248	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	97
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	122	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	23	C	31	C	51	D	81	F	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	0	A	0	A	29	C	36	D	45	D	55	D	24	30
		Right	0	A	0	A	34	C	45	D	29	C	36	A	6	A	6	A	**LOS**	
		Approach	23	C	31	C	48	D	75	E	29	C	36	B	18	B	20	B	C	C
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	7	A	7	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	10	B	10	A	4	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	1	A	1	A	--	--	--	--	10	B	10	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	16	C	29	D	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	1	A	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	16	C	29	D	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	16	C	352	F	762	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	110	155
		Right	0	A	19	C	528	F	781	F	0	A	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	528	F	781	F	0	A	0	B	90	F	178	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	11	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	74	F	71	F	3	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	3	A	--	--	--	--	74	F	71	F	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	18	C	18	C	15260	F	25290	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1383	3630
		Right	0	A	0	A	--	--	--	--	13	B	44	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	7155	F	11441	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	36	D	54	F	171	F	350	F	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	0	A	0	A	38	D	45	D	272	F	284	F	82	99
		Right	0	A	0	A	34	C	47	D	38	D	45	D	8	A	7	A	**LOS**	
		Approach	36	D	54	D	154	F	303	E	38	D	45	D	114	F	109	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	7	A	8	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	13	B	12	A	5	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	1	A	1	A	--	--	--	--	13	B	12	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	59	F	2508	F	--	--	--	--	10	A	15	C	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	2	A	6	149
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	59	F	2508	F	0	A	0	A	2	A	8	A	A	F

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 7: 14th RIRO + 2nd ONE-WAY SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	14	B	28	D	75	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	8	13
		Right	0	A	16	C	56	F	102	F	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	0	A	5	A	12	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	8	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	18	C	13	B	2	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	1	A	--	--	--	--	18	C	13	B	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	A	10	A	352	F	850	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	37	130
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	7	A	7	A	171	F	390	F	--	--	--	--	D	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	35	C	66	E	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	35	C	62	E	--	--	--	--	68	E	102	F	53	D	79	E	39.8	64
		Right	--	--	--	--	55	D	63	E	--	--	--	--	6	A	7	A	**LOS**	
		Approach	35	C	64	E	55	D	63	E	68	E	102	F	36	D	53	D	D	E
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	7	A	7	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	10	A	9	A	7	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	3	A	5	A	--	--	--	--	10	A	9	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	16	C	29	D	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	1	A	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	16	C	29	D	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	0	A	352	F	256	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	110	83
		Right	0	A	16	C	528	F	414	F	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	528	F	414	F	0	A	0	A	90	F	65	E	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	10	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	74	F	42	E	3	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	4	A	3	A	--	--	--	--	74	F	42	E	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	25	C	29	D	30948	F	103151	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	2809	9481
		Right	0	A	0	A	--	--	--	--	13	B	14	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	19	C	21	C	14504	F	51530	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	60	E	129	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	57	E	128	F	--	--	--	--	327	F	433	F	223	F	320	F	145	64
		Right	--	--	--	--	55	E	63	E	--	--	--	--	6	A	8	A	**LOS**	
		Approach	59	E	128	F	55	E	63	E	327	F	433	F	156	F	221	F	F	E
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	7	A	7	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	11	B	11	B	8	7
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	2	A	3	A	--	--	--	--	11	B	11	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	59	F	2508	F	--	--	--	--	10	A	15	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	2	A	6	149
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	59	F	2508	F	0	A	0	A	2	A	8	A	A	F

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 8: 14th ONE-WAY WB + 2nd ONE-WAY SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	14	B	33	D	91	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	9	15
		Right	0	A	16	C	68	F	116	F					--	--	--	--	**LOS**	
		Approach	0	A	16	C	68	F	116	F	0	A	0	A	6	A	15	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	0	A	--	--	--	--	19	C	15	C	2	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	--	--	--	--	19	C	15	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	9	A	9	A	248	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	97
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	122	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	27	C	100	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	25	C	71	E	--	--	141	F	47	D	113	F	38	D	88	F	27	80
		Right	--	--	--	--	16	B	54	D	--	--	--	--	3	A	11	B	**LOS**	
		Approach	26	C	85	F	16	B	127	F	47	D	113	F	26	C	59	E	C	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	0	A	9	A	4	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	--	--	--	--	--	--	--	--	0	A	9	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	15	C	25	C	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	2	A	1	A	2	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	15	C	25	C	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	16	C	445	F	885	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	129	174
		Right	0	A	19	C	623	F	878	F					--	--	--	--	**LOS**	
		Approach	0	A	19	C	623	F	878	F	0	A	0	A	114	F	207	F	F	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	13	B	12	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	0	A	--	--	--	--	102	F	86	F	4	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	4	A	--	--	--	--	102	F	86	F	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	18	C	18	C	15260	F	25290	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1383	3608
		Right	0	A	0	A	--	--	--	--	13	B	44	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	A	7155	F	11441	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	41	D	167	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	35	C	133	F	--	--	486	F	165	F	453	F	140	F	338	F	78	254
		Right	--	--	--	--	22	C	54	D	--	--	--	--	4	A	12	B	**LOS**	
		Approach	38	D	150	F	22	C	418	F	165	F	453	F	98	F	230	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	11	B	11	B	6	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	--	--	--	--	--	--	--	--	11	B	11	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	54	F	25	C	--	--	--	--	10	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	1	A	5	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	54	F	25	C	0	A	0	A	2	A	4	A	A	A

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 9: 14th NO SBL + 2nd ONE-WAY NB+SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	14	B	28	D	75	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	0	A	--	--	8	13
		Right	0	A	16	C	56	F	102	F	0	A	0	B	--	--	--	--	**LOS**	
		Approach	0	A	16	C	56	F	102	F	0	A	14	B	5	D	12	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	0	A	8	A	8	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	0	A	--	--	--	--	--	--	--	--	18	C	15	B	2	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	--	--	--	--	18	C	15	B	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	9	A	9	A	248	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	97
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	122	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	72	E	93	F	87	F	189	F	--	--	--	--	--	--	--	--	**Delay**	
		Through	71	E	87	F	--	--	0	A	55	F	155	F	92	F	127	F	67	101
		Right	--	--	0	A	43	D	54	D	--	--	--	--	12	B	10	B	**LOS**	
		Approach	72	E	90	F	82	F	170	F	55	F	155	F	64	E	85	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	2	A	0	A	1	A	10	B	10	B	10	A	10	A	4	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	2	A	0	A	1	A	10	B	10	B	10	A	10	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	16	C	29	D	--	--	0	A	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	1	A	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	16	C	29	D	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	16	C	352	F	762	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	0	A	--	--	110	155
		Right	0	A	19	C	528	F	781	F	0	A	0	A	--	--	--	--	**LOS**	
		Approach	0	A	19	C	528	F	781	F	0	A	0	A	90	F	178	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	9	A	9	A	11	B	11	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	0	A	--	--	--	--	--	--	--	--	74	F	71	F	3	5
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	3	A	--	--	--	--	74	F	71	F	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	18	C	11	B	15260	F	8956	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1383	2869
		Right	0	A	0	A	--	--	--	--	13	B	16	C	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	6	A	7155	F	6195	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	36	D	54	F	233	F	448	F	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	0	A	38	D	45	D	272	F	284	F	90	110
		Right	--	--	0	A	34	C	47	D	--	--	--	--	8	B	7	A	**LOS**	
		Approach	36	D	54	D	211	F	392	F	38	D	45	D	114	F	109	F	F	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	2	A	0	A	1	A	11	B	14	B	0	A	12	B	2	7
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	2	A	0	A	1	A	11	B	14	B	0	A	12	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	59	F	2371	F	--	--	0	A	10	A	15	C	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	2	A	6	209
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	59	F	2371	F	0	A	0	A	2	A	8	A	A	F

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 10: 14th RIRO + 2nd ONE-WAY NB+SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	14	B	48	E	89	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	13	15
		Right	0	A	16	C	100	F	115	F	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	16	C	100	F	115	F	0	A	0	A	9	A	15	B	B	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	8	A	8	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	19	C	13	B	2	1
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	1	A	--	--	--	--	19	C	13	B	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	A	10	A	352	F	850	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	37	130
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	7	A	7	A	171	F	390	F	--	--	--	--	D	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	37	D	69	E	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	36	D	65	E	--	--	--	--	70	E	104	F	53	D	82	F	42	66
		Right	--	--	--	--	55	E	63	E	--	--	--	--	6	A	7	A	**LOS**	
		Approach	36	D	67	E	55	E	63	E	70	E	104	F	37	D	55	D	D	E
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	0	A	0	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	10	A	9	A	9	A	9	A	6	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	0	A	0	A	10	A	9	A	9	A	9	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	16	C	29	D	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	1	A	2	4
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	16	C	29	D	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	14	B	16	C	48	E	827	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	13	165
		Right	0	A	19	C	100	F	834	F	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	19	C	100	F	834	F	1	A	0	A	9	A	193	F	B	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	9	A	9	A	10	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	--	--	--	--	--	--	--	--	--	--	--	--	19	C	28	D	2	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	1	A	--	--	--	--	19	C	28	D	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	10	A	30	D	352	F	59591	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	37	8719
		Right	0	A	0	A	--	--	--	--	10	B	44	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	7	A	22	C	171	F	26926	F	--	--	--	--	D	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	60	E	129	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	57	E	128	F	--	--	--	--	327	F	433	F	223	F	320	F	140	66
		Right	--	--	--	--	57	E	63	E	--	--	--	--	6	A	8	A	**LOS**	
		Approach	59	E	128	F	57	E	63	E	327	F	433	F	156	F	221	F	F	E
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	0	A	0	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	12	B	10	B	10	B	10	A	7	7
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	0	A	0	A	0	A	12	B	10	B	10	B	10	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	59	F	2508	F	--	--	--	--	10	A	15	C	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	0	A	2	A	6	149
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	59	F	2508	F	0	A	0	A	2	A	8	A	A	F

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group

Scenario 11: 14th ONE-WAY WB + 2nd ONE-WAY NB + SB

Existing (2021)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	14	B	34	D	94	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	9	15
		Right	0	A	16	C	70	F	121	F					--	--	--	--	**LOS**	
		Approach	0	A	16	C	70	F	121	F	0	A	0	A	6	B	15	B	A	B
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	8	A	9	A	9	A	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	0	A	--	--	--	--	20	C	15	C	2	2
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	3	A	3	A	--	--	--	--	20	C	15	C	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	9	A	9	A	248	F	643	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	27	97
		Right	0	A	0	A	--	--	--	--	10	B	13	B	--	--	--	--	**LOS**	
		Approach	0	A	0	A	6	A	6	A	122	F	297	F	--	--	--	--	C	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	27	C	100	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	25	C	71	E	--	--	290	F	47	D	113	F	38	D	88	F	27	94
		Right	--	--	--	--	17	B	54	D	--	--	--	--	3	A	11	B	**LOS**	
		Approach	26	C	85	F	17	B	253	F	47	D	113	F	26	C	59	E	C	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	0	A	0	A	10	A	10	B	--	--	--	--	**Delay**	
		Through	--	--	--	--	0	A	0	A	--	--	--	--	9	A	9	A	5	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	0	A	0	A	10	A	10	B	9	A	9	A	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	15	C	25	C	--	--	--	--	8	A	9	A	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	2	A	1	A	2	3
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	15	C	25	C	0	A	0	A	2	A	4	A	A	A

Future (2041)

Intersection	Type of Control	Lane Group	Eastbound				Westbound				Northbound				Southbound				Overall	
			AM		PM		AM		PM		AM		PM		AM		PM		AM	PM
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS		
1: Main Ave & 15th St	One-Way STOP	Left	--	--	--	--	--	--	--	--	0	A	16	C	457	F	906	F	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	--	--	--	--	132	177
		Right	0	A	19	C	636	F	901	F					--	--	--	--	**LOS**	
		Approach	0	A	19	C	636	F	901	F	0	A	0	A	117	F	212	F	F	F
2: 2nd Ave & 15th St	Two-Way STOP	Left	8	A	9	A	13	B	12	B	--	--	--	--	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	0	A	--	--	--	--	118	F	86	F	4	6
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	0	A	1	A	4	A	4	A	--	--	--	--	118	F	86	F	A	A
3: 3rd Ave & 15th St	One-Way STOP/YIELD	Left	--	--	--	--	18	C	18	C	15260	F	25290	F	--	--	--	--	**Delay**	
		Through	0	A	0	A	--	--	--	--	--	--	--	--	--	--	--	--	1383	3630
		Right	0	A	0	A	--	--	--	--	13	B	44	E	--	--	--	--	**LOS**	
		Approach	0	A	0	A	12	B	11	B	7155	F	11441	F	--	--	--	--	F	F
4: Main Ave & Camino Del Rio/14th St	Signal	Left	41	D	167	F	--	--	--	--	--	--	--	--	--	--	--	--	**Delay**	
		Through	35	C	133	F	--	--	800	F	165	F	453	F	140	F	338	F	78	293
		Right	--	--	--	--	30	C	54	D	--	--	--	--	4	A	12	B	**LOS**	
		Approach	38	D	150	F	30	C	683	F	165	F	453	F	98	F	230	F	E	F
5: 2nd Ave & 14th St	Two-Way STOP	Left	--	--	--	--	0	A	0	A	12	B	13	B	--	--	--	--	**Delay**	
		Through	--	--	--	--	0	A	0	A	--	--	--	--	11	B	11	B	6	8
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	0	A	0	A	12	B	13	B	11	B	11	B	A	A
6: Main Ave & 13th St	One-Way STOP	Left	--	--	--	--	54	F	1214	F	--	--	--	--	10	A	14	B	**Delay**	
		Through	--	--	--	--	--	--	--	--	0	A	0	A	1	A	2	A	5	74
		Right	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	**LOS**	
		Approach	--	--	--	--	54	F	1214	F	0	A	0	A	2	A	6	A	A	E

Note:

Lane configurations with:

- Shared LEFT-THROUGH lane shown as "LEFT" lane group
- Shared LEFT-RIGHT lane shown as "LEFT" lane group
- Shared LEFT-THROUGH-RIGHT lane shown as "THROUGH" lane group
- Shared THROUGH-RIGHT lane shown as "THROUGH" lane group