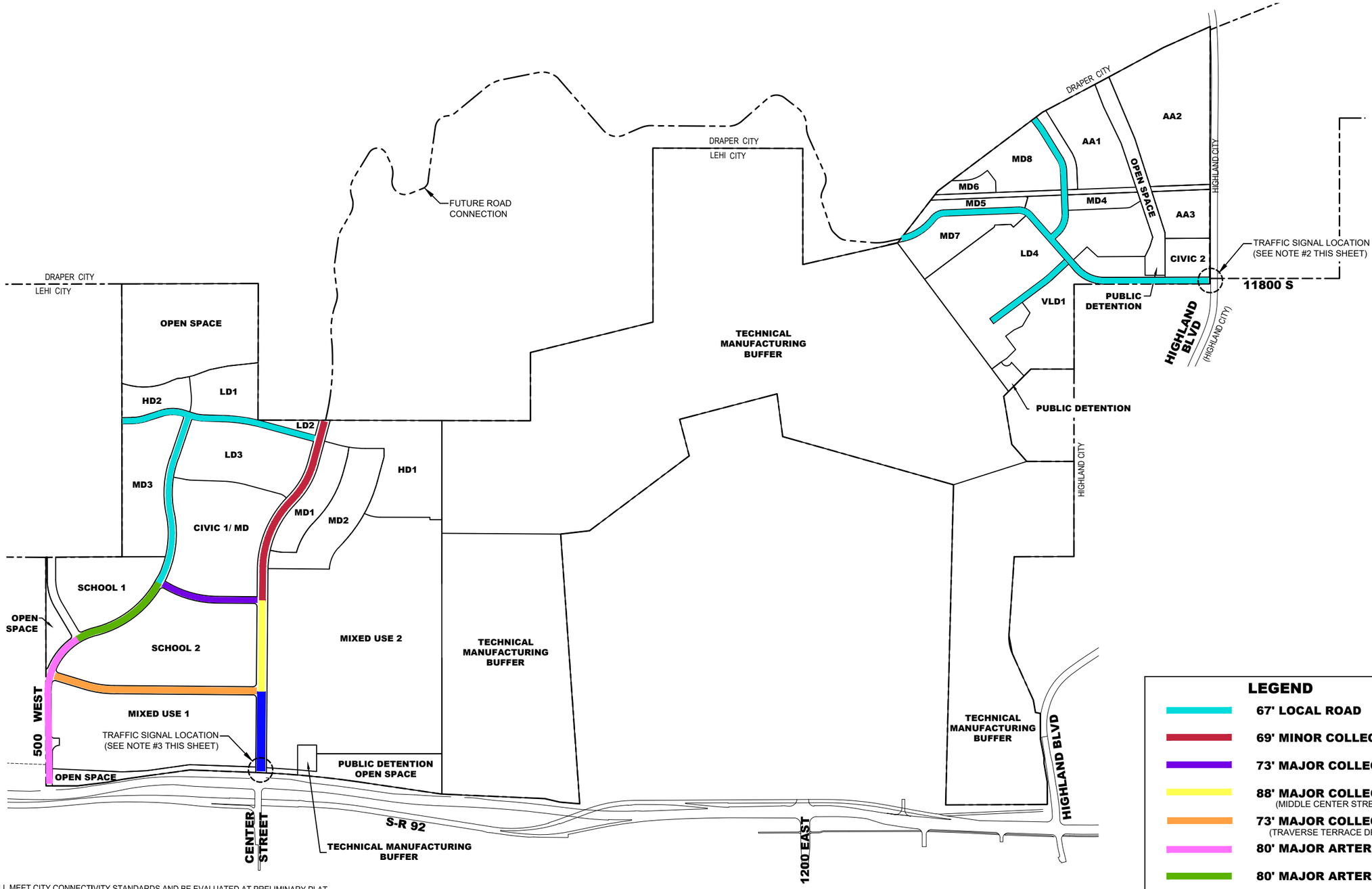
Section 4 – Traffic and Transportation

- Transportation Plan
- ROW Cross Sections
- Active Transportation Plan
- Traffic Impact Study



LEGEND

- 67' LOCAL ROAD
- 69' MINOR COLLECTOR
- 73' MAJOR COLLECTOR
- 88' MAJOR COLLECTOR (MIDDLE CENTER STREET)
- 73' MAJOR COLLECTOR (TRAVERSE TERRACE DRIVE)
- 80' MAJOR ARTERIAL
- 80' MAJOR ARTERIAL
- 94' MAJOR ARTERIAL

SEE DETAILED CROSS SECTIONS ON SHEETS T-2 TO T-4

NOTES:

1. PROJECT WILL MEET CITY CONNECTIVITY STANDARDS AND BE EVALUATED AT PRELIMINARY PLAT.
2. A NEW TRAFFIC SIGNAL SHALL BE CONSTRUCTED AT THE INTERSECTION OF 11800 S. AND HIGHLAND BOULEVARD. A DEDICATED NORTHBOUND LEFT-TURN LANE SHALL BE CONSTRUCTED ON HIGHLAND BOULEVARD AS WELL AS A DEDICATED WESTBOUND LEFT-TURN LANE ON 11800 SOUTH. REFER TO THE TRAFFIC STUDY FOR DETAILS.
3. A NEW NORTH LEG WILL BE ADDED TO THE EXISTING TRAFFIC SIGNAL AT THE INTERSECTION OF CENTER STREET AND SR 92. THE NEW LEG WILL REQUIRE A DEDICATED RIGHT-TURN LANE, A DEDICATED THRU LANE, AND TWO DEDICATED LEFT-TURN LANES. THE EXISTING SOUTH LEG WILL REQUIRE A SHARED THRU-RIGHT TURN LANE. THE EXISTING WEST LEG WILL REQUIRE A NEW DEDICATED LEFT-TURN LANE. REFER TO THE TRAFFIC STUDY FOR DETAILS. ALL IMPROVEMENTS LISTED HERE ARE PROPOSED BUT ARE SUBJECT TO REVIEW AND APPROVAL BY UDOT.
4. ACCESS ONTO THE BLUE AND YELLOW SECTIONS OF CENTER STREET SHALL BE RESTRICTED TO RIGHT IN/RIGHT OUT ENTRANCES. ¾ ACCESSES MAY BE ALLOWED IF RECOMMENDED BY A TRAFFIC STUDY AND APPROVED BY CITY STAFF.
5. CHANGES OF A MINOR OR TECHNICAL NATURE MAY BE MADE TO THE TRANSPORTATION PLAN WITHOUT HAVING TO BE SUBMITTED TO PLANNING COMMISSION OR CITY COUNCIL SUBJECT TO THE APPROVAL OF THE LEHI CITY REVIEWING DEPARTMENTS. THESE CHANGES INCLUDE VARIATIONS IN LOCATION DUE TO TOPOGRAPHY, UTILITIES, ETC., SO LONG AS REVIEWING DEPARTMENTS HAVE APPROVED THE CHANGE. LOCATION OF TURN POCKETS, MEDIAN LANDSCAPING, INTERSECTION TREATMENTS, ROADWAY STRIPING, ETC., WILL BE DETERMINED WITH PRELIMINARY DESIGN AND WILL BE ADJUSTED TO MEET THE NEEDS OF ADJACENT LAND USES.

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SKYE
LEHI, UTAH

TRANSPORTATION PLAN

REVISIONS
1 -
2 -
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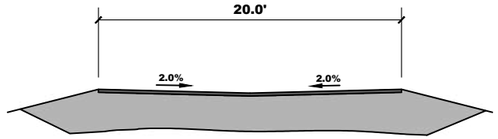
4 -
5 -

LEI PROJECT #: 20-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: 1" = 1000'
DATE: 7/15/2022

SHEET
T-1

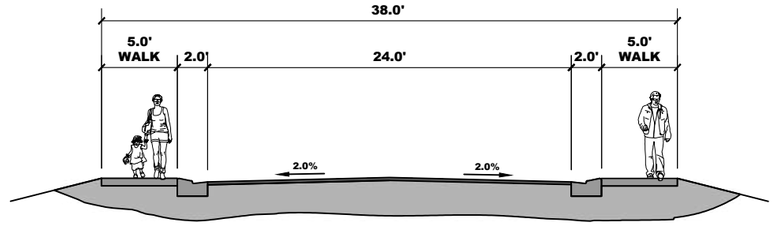


20' PRIVATE ALLEY

(NOT SHOWN ON MAP - TO BE USED IN HD & MD PODS)

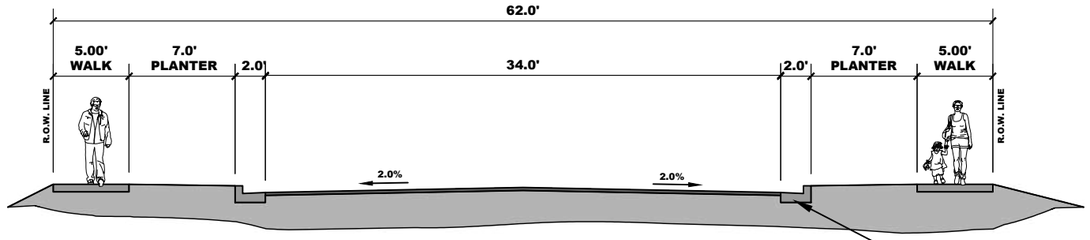
NOTES

1. ALLEYWAYS TO BE USED ONLY ON REAR LOAD UNITS THAT FRONT ONTO A PUBLIC STREET.
2. NO PARKING SHALL BE ALLOWED ON PRIVATE ALLEYWAYS.



38' PRIVATE ROAD

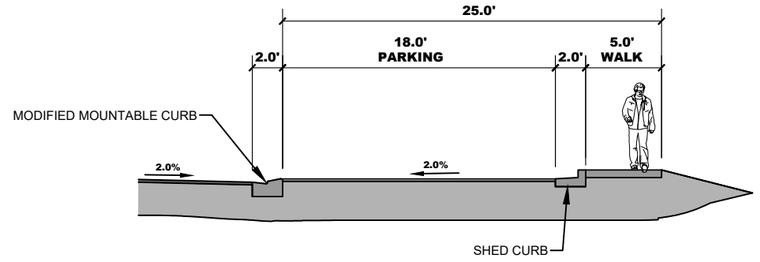
(NOT SHOWN ON MAP - TO BE USED IN HD & AA PODS WITH ATTACHED PRODUCTS ONLY)



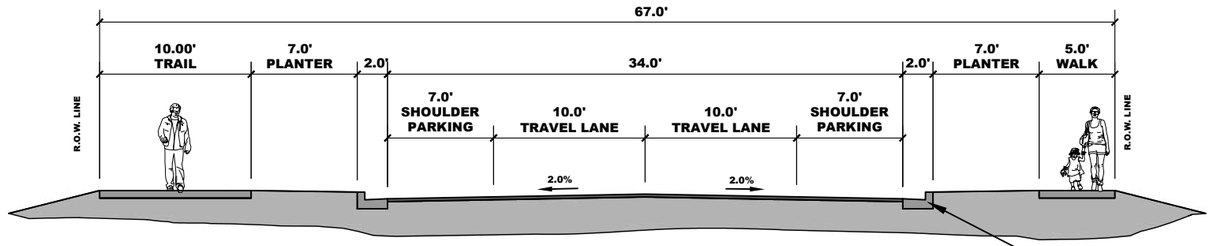
62' LOCAL ROAD

(NOT SHOWN ON MAP - TO BE USED IN LD, VLD & MD PODS)

MODIFIED MOUNTABLE CURB SHALL BE ALLOWED ON LOCAL ROADS WITHIN HD AND MIXED-USE DEVELOPMENTS. MODIFIED MOUNTABLE CURB SHALL ALSO BE ALLOWED ON ANY LOCAL ROADS THAT PROVIDE ACCESS TO OFF-STREET PARKING STALLS.



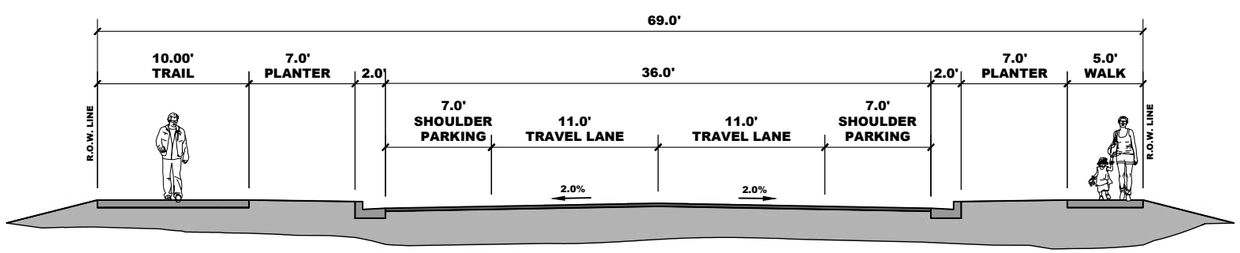
PARKING STALL OPTION ON LOCAL ROAD



67' LOCAL ROAD

(4330 NORTH, EAST SIDE ROADS, UPPER CENTER STREET, UPPER 500 WEST)

MODIFIED MOUNTABLE CURB SHALL BE ALLOWED ON LOCAL ROADS WITHIN HD AND MIXED-USE DEVELOPMENTS. MODIFIED MOUNTABLE CURB SHALL ALSO BE ALLOWED ON ANY LOCAL ROADS THAT PROVIDE ACCESS TO OFF-STREET PARKING STALLS.



69' LOCAL ROAD

(UPPER CENTER STREET)

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TRANSPORTATION PLAN CROSS SECTIONS 1

REVISIONS
1 -
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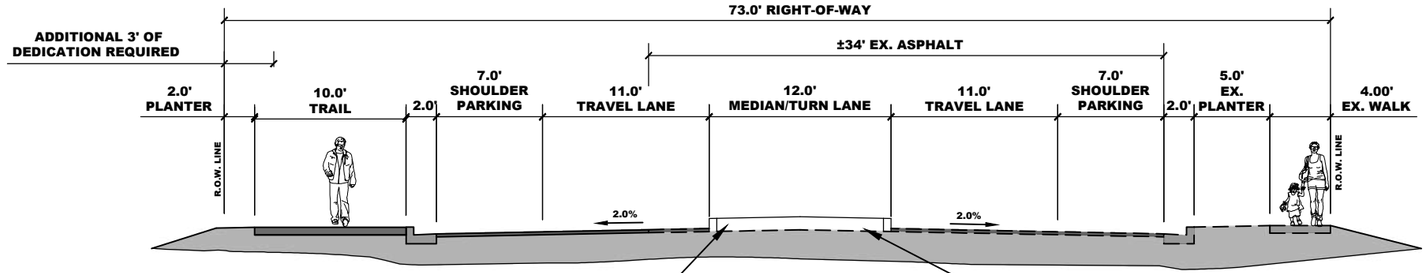
LEI PROJECT #: 20-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: N.T.S.
DATE: 6/13/2022

SHEET
T-2

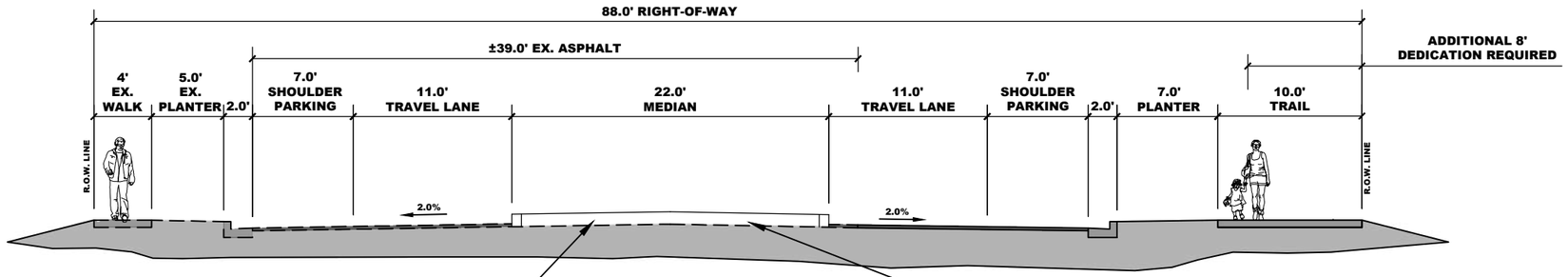


POSSIBLE XERISCAPED WATER-WISE MEDIAN TO BE MAINTAINED BY THE HOA. LOCATION OF AND LANDSCAPING IN MEDIANS TO BE REVIEWED AND APPROVED AT PRELIMINARY

73' MAJOR COLLECTOR

(3950 NORTH)

RAISED MEDIAN SHALL BE DESIGNED TO GRANT MAINTENANCE-TRUCK ACCESS TO ANY MANHOLE LOCATED THERE. DESIGN TO BE REVIEWED AT PRELIMINARY.

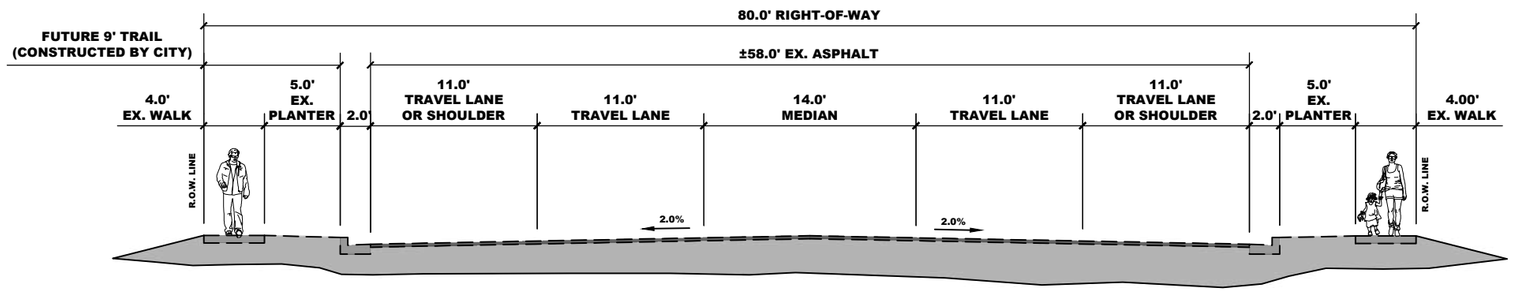


POSSIBLE XERISCAPED WATER-WISE MEDIAN TO BE MAINTAINED BY THE HOA. LOCATION OF AND LANDSCAPING IN MEDIANS TO BE REVIEWED AND APPROVED AT PRELIMINARY

88' MAJOR COLLECTOR

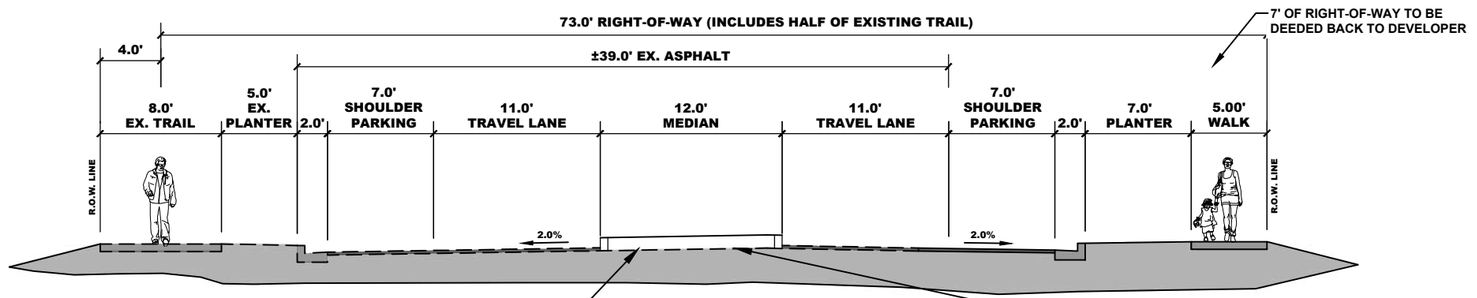
(MIDDLE CENTER STREET)

RAISED MEDIAN SHALL BE DESIGNED TO GRANT MAINTENANCE-TRUCK ACCESS TO ANY MANHOLE LOCATED THERE. DESIGN TO BE REVIEWED AT PRELIMINARY.



80' MAJOR ARTERIAL

(LOWER 500 WEST)



POSSIBLE XERISCAPED WATER-WISE MEDIAN TO BE MAINTAINED BY THE HOA. LOCATION OF AND LANDSCAPING IN MEDIANS TO BE REVIEWED AND APPROVED AT PRELIMINARY

73' MAJOR COLLECTOR

(TRAVERSE TERRACE DRIVE)

RAISED MEDIAN SHALL BE DESIGNED TO GRANT MAINTENANCE-TRUCK ACCESS TO ANY MANHOLE LOCATED THERE. DESIGN TO BE REVIEWED AT PRELIMINARY.

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TRANSPORTATION PLAN CROSS SECTIONS 2

REVISIONS
1 -
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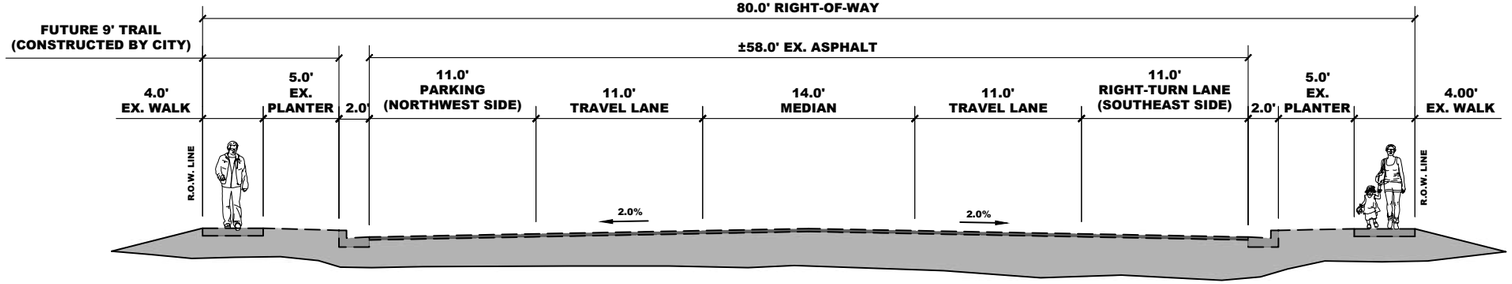
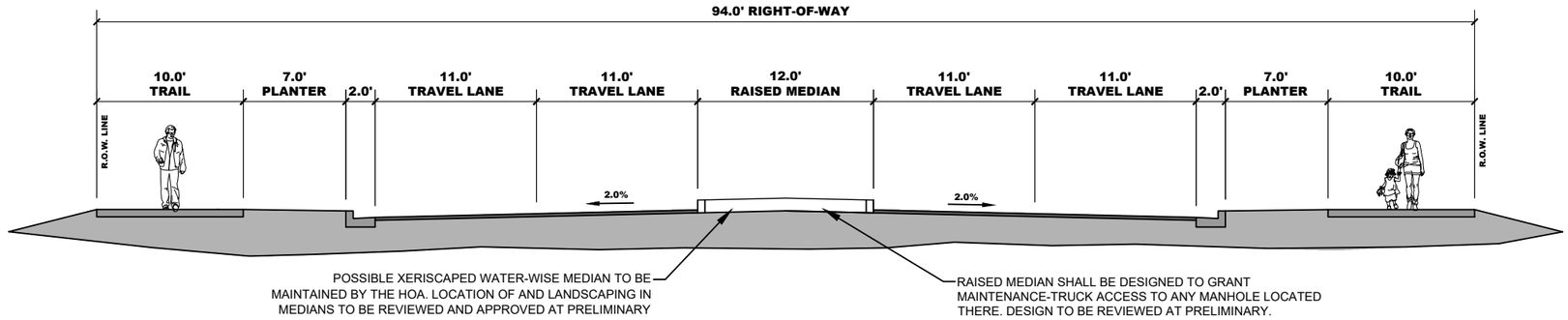
LEI PROJECT #: 20-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: N.T.S.
DATE: 9/8/2022

SHEET
T-3



80' MAJOR ARTERIAL

(MIDDLE 500 WEST)



POSSIBLE XERISCAPED WATER-WISE MEDIAN TO BE MAINTAINED BY THE HOA. LOCATION OF AND LANDSCAPING IN MEDIANS TO BE REVIEWED AND APPROVED AT PRELIMINARY

RAISED MEDIAN SHALL BE DESIGNED TO GRANT MAINTENANCE-TRUCK ACCESS TO ANY MANHOLE LOCATED THERE. DESIGN TO BE REVIEWED AT PRELIMINARY.

94' MAJOR ARTERIAL

(LOWER CENTER STREET)

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TRANSPORTATION PLAN CROSS SECTIONS 3

REVISIONS
1 -
2 -
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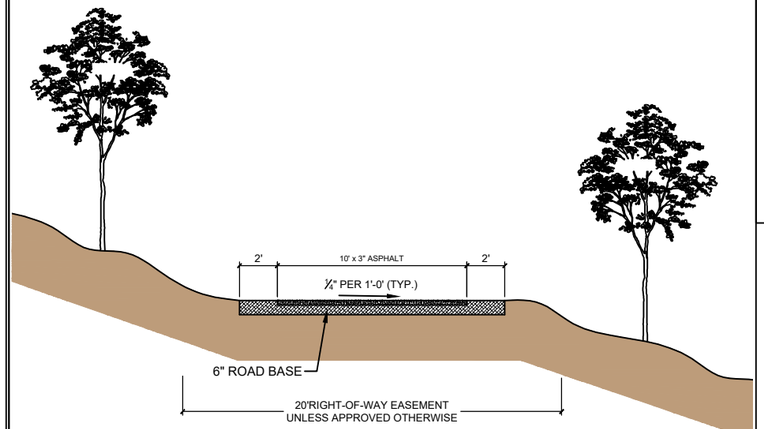
LEI PROJECT #: 20-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: N.T.S.
DATE: 6/13/2022

SHEET
T-4

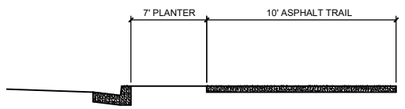


NOTES:

1. CROSS SECTION MAY BE ADJUSTED DEPENDING ON EXISTING CONSTRAINTS AS APPROVED BY THE LEHI CITY ENGINEER.
2. 2' COMPACTED SHOULDER MUST SLOPE AT A 6:1 MAX SLOPE ON EACH SIDE OF THE PAVED TRAIL.
3. SLOPE TRAIL AS NECESSARY TO AVOID PONDING. PROVIDE DRAINAGE IMPROVEMENTS ALONG TRAIL AS REQUIRED TO CONVEY POSSIBLE STORM FLOWS.
4. CONTRACTOR SHALL REMOVE ALL FOLIAGE, ROOTS AND WASTE MATERIALS WITHIN A 12" ZONE BENEATH BASE COURSE. 12" ZONE SHALL THEN BE COMPACTED PRIOR TO PLACEMENT OF ROAD BASE COURSE. CONTRACTOR SHALL ALSO PLACE GROUND STERILANT PRIOR TO PLACEMENT OF ROAD BASE.
5. ALL PEDESTRIAN TRAIL DESIGN PLANS SHALL BE REVIEWED AND APPROVED BY LEHI CITY STAFF PRIOR TO CONSTRUCTION.

LEHI CITY STANDARD TRAIL DETAIL

DETAIL 1

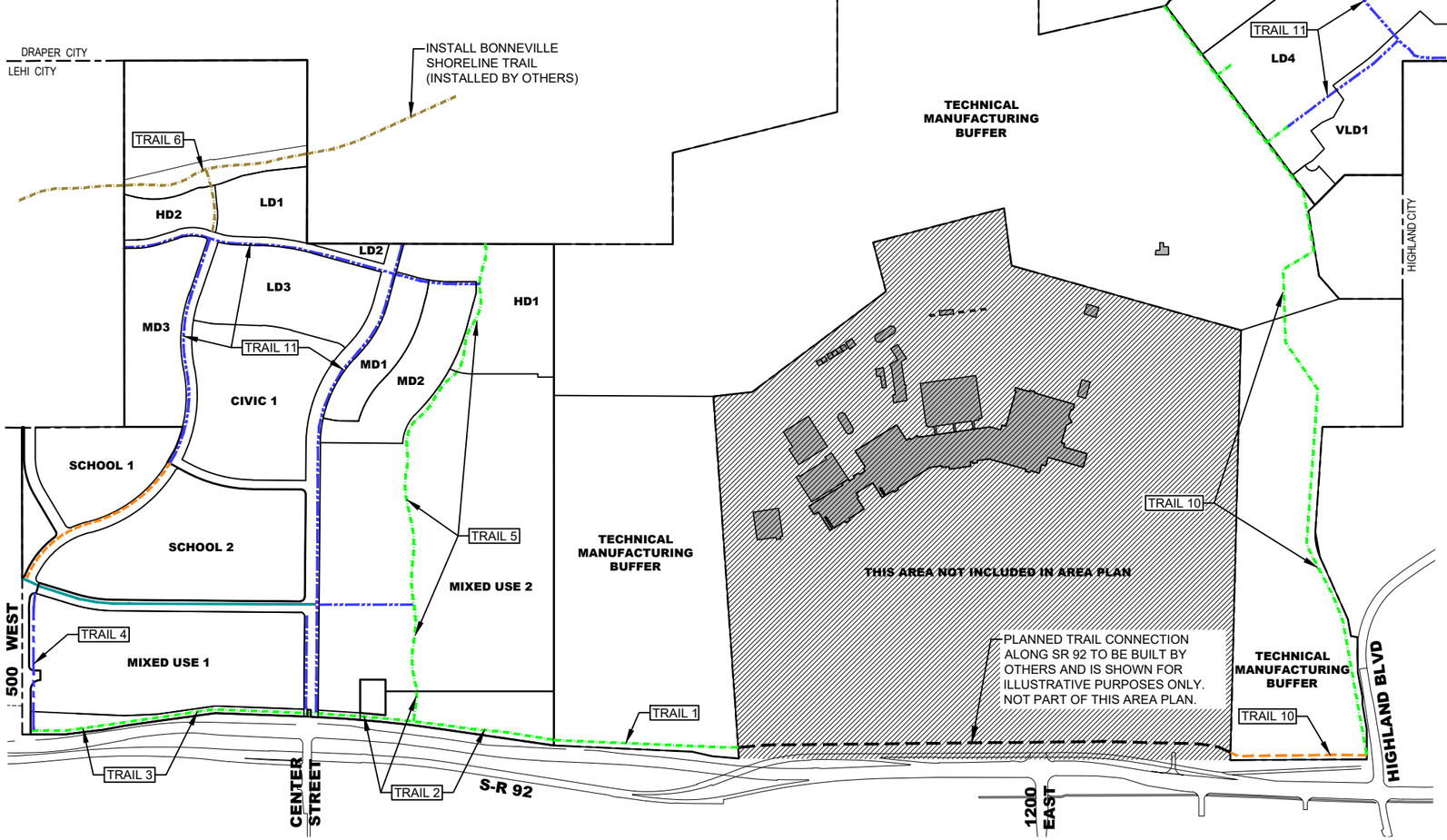


DETAIL 2 - R.O.W. TRAIL

TRAIL MAINTENANCE TABLE

TRAIL ID	LOCATION DESCRIPTION	ROW WIDTH (FT)	TRAIL WIDTH (FT)	TRAIL SURFACE	TRAIL MAINTAINED BY	LANDSCAPE TYPE	LANDSCAPE MAINTAINED BY
1	T/M BUFFER ZONE - WEST SIDE	20	10	ASPHALT	CITY	NATIVE VEGETATION	CITY
2	OPEN SPACE 4 PARCEL	20	10	ASPHALT	CITY	LANDSCAPED*	CITY
3	OPEN SPACE 3 PARCEL	20	10	ASPHALT	CITY	NATIVE VEGETATION	CITY
4	EAST SIDE OF 500 W	17	10	ASPHALT	CITY	LANDSCAPED*	HOA
5	MIXED USE 2 PARCEL/HD1 PARCELS	20	10	CONCRETE/ASPHALT	CITY	LANDSCAPED*	HOA
6	OPEN SPACE 1 PARCEL	TBD	TBD	DIRT	CITY	NATIVE VEGETATION	CITY
7	T/M BUFFER ZONE - NORTH SIDE (IN POWER CORRIDOR)	50	10	ASPHALT	CITY	NATIVE VEGETATION	CITY
8	EAST SIDE POWER CORRIDOR	50	10	ASPHALT	CITY	NATIVE VEGETATION	CITY
9	OPEN SPACE 5 PARCEL	TBD	TBD	DIRT	CITY	NATIVE VEGETATION	CITY
10	T/M BUFFER ZONE - EAST SIDE	20	10	ASPHALT	CITY	NATIVE VEGETATION	CITY
11	ANY TRAILS ALONG PUBLIC ROW'S	17	10	ASPHALT	CITY	LANDSCAPED*	HOA

* LANDSCAPED AREAS ARE TO BE IMPROVED WITH EITHER GRASS/SPRINKLERS OR APPROVED EQUIVALENT VALUE OF OPEN SPACE IMPROVEMENT.



NOTES

1. ALL TRAILS AS SHOWN HERE ARE MASTER PLANNED TRAILS AND SHALL BE PAID FOR AND CONSTRUCTED BY THE DEVELOPER. ANY TRAILS LOCATED ALONG A STREET AS SHOWN IN DETAIL 2 CANNOT BE REIMBURSED. ANY TRAILS LOCATED IN OPEN SPACE AS SHOWN IN DETAIL 1 SHALL BE REIMBURSED THROUGH IMPACT FEES.
2. ALL TRAILS SHALL BE DESIGNED AND CONSTRUCTED AS EACH ADJACENT PHASE DEVELOPS. THE DEVELOPMENT OF ANY GIVEN PHASE SHALL SERVE AS A TRIGGER TO DEVELOP THE ADJACENT SECTION OF TRAIL.
3. CONSTRUCTION OF TRAILS IN THE TECHNICAL MANUFACTURING BUFFER AREA IS CONTINGENT ON EASEMENTS BEING GRANTED TO LEHI CITY FROM THE CURRENT LAND OWNER.
4. THE LOCATION OF TRAIL 5 IS APPROXIMATE AND SHALL BE FINALIZED AS THE MIXED USE SITES DEVELOP.
5. TRAIL 4 WILL REPLACE THE EXISTING SIDEWALK THAT RUNS ALONG 500 W. IT WILL BE THE ONLY TRAIL ALONG A ROW THAT WILL BE REIMBURSABLE BY THE CITY.

LEGEND

- PROPOSED TRAIL (TO BE CONSTRUCTED BY CITY AT SOME FUTURE TIME OR TO BE CONSTRUCTED BY DEVELOPER AND REIMBURSED THROUGH FUNDS OTHER THAN SKYE IMPACT FEES)
- EXISTING TRAILS
- PROPOSED R.O.W. TRAIL (TO BE CONSTRUCTED BY DEVELOPER) (SEE DETAIL 2 ABOVE)
- PROPOSED 20' TRAIL CORRIDOR (SEE DETAIL 1 ABOVE)
- PROPOSED MULTI-USE NATURAL SURFACE TRAIL (TO BE CONSTRUCTED BY DEVELOPER)

NORTH

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SKYE
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ACTIVE TRANSPORTATION PLAN

REVISIONS
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LEI PROJECT #: 2020-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: 1" = 1000'
DATE: 7/15/2022

SHEET
OS-4

Micron®

HORROCKS
ENGINEERS

MICRON TIS
LEHI, UT

SEPTEMBER 27, 2022

PROJECT # UT-CV-3498-21

Table of Contents

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Introduction

PURPOSE OF REPORT AND STUDY OBJECTIVES

The purpose of this Traffic Impact Study (TIS) is to identify the traffic impacts for the proposed development, located in Lehi, Utah. The study objectives are: (1) To define the study intersections, (2) estimate trip generation and distribution for the site before and after development, (3) analyze AM and PM peak traffic conditions with and without the project traffic in 2026 and 2050, (4) perform capacity analysis, (5) signal warrant analysis, and (6) recommend improvements to mitigate traffic impacts if necessary.

EXECUTIVE SUMMARY

Site Location and Study Area – The location for the proposed development site is on the north side of SR-92, also known as Timpanogos Highway, and approximately two miles east of I-15 (see **Figure 1**). The proposed development is located to the west and north of Micron plant in Lehi, Utah. This study will address the following intersections near the study area.

- Highland Blvd & Grant Blvd
- Highland Blvd & SR-92
- Highland Blvd & SR-92 Commuter Lane On-Ramp
- Center St/8000 West & SR-92
- SR-92 & 500 West
- 500 West & Traverse Terrace Drive
- 3900 North & Canyon Hills Rd
- Canyon Hills Rd & 4050 North
- Highland Blvd & 11800 North
- SR-92 & 1200 East

Signal Warrant Analysis

Horrocks recommends the stop-control of the following intersections to be upgraded to a signal:

- 11800 North & Highland Boulevard in 2026

Signal warrant analysis was performed at this intersection. This analysis can be found in the APPENDIX.

Development Description:

The proposed development will have 2,424 residential housing units consisting of townhomes, single-family homes, and estates. The site also has an elementary school, a middle school, two churches, and areas for mixed use development. The mixed-use development will consist of both residential and commercial space. The annexed portion will consist largely of estates.

CONCLUSIONS AND RECOMMENDATIONS

1. Existing Conditions: - All study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 29.0 sec/veh in the AM and a LOS D and a delay of 48.5 sec/veh in the PM. No recommended mitigations currently.

2. 2026 Background Conditions: - Traffic volumes were projected over five-years from 2021 to 2026 by adding a 10% growth rate to existing traffic conditions. This 10% growth rate (or 2% per year) was generated using UDOT's historic AADT counts. All study intersections perform at an acceptable LOS except for Highland Blvd & 11800 North. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 31.3 sec/veh in the AM and Highland Blvd & 11800 North with a LOS E and a delay of 39.7 sec/veh in the PM.

   Recommended Mitigations:
   - Highland Blvd & 11800 North
     - Upgrade intersection from stop control to signal
     - Modify westbound shared left/right to dedicated left and right.

   After mitigations, all study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 28.6 sec/veh in the AM, and a LOS D with a delay of 41.0 sec/veh in the PM. No recommended mitigations currently.

3. Project Trip Generation: - Horrocks estimates the proposed development to generate approximately 30,793 new external daily trips with 2,541 during the AM peak and 2,852 during the PM peak, respectively.

4. 2026 Background plus Project Conditions: - Horrocks added project traffic to the 2026 Background conditions to create 2026 Background plus Project Conditions. All study intersections perform at an acceptable LOS. The study intersection with the highest delay is 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and Center St/8000 West & SR-92 with a LOS D with a delay of 53.3 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

5. 2050 Background Conditions: - Traffic volumes were projected over thirty-years from 2021 to 2050 using the Travel Demand Model for the area. All study intersections perform at an acceptable LOS except Highland Blvd & Grant Blvd. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & Grant Blvd with a LOS F with a delay of 43.5 sec/veh in the PM. This scenario includes all previous mitigations.

   Recommended Mitigations:
   - Highland Blvd & Grant Blvd
     - Upgrade intersection from stop-control to signalized

   After mitigations, all study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & SR-92 with a LOS D with a delay of 46.9 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

6. 2050 Background plus Project conditions: - Horrocks added project traffic to 2050 Background conditions to create 2050 Background plus Project Conditions. All study intersections perform at an acceptable LOS except for Highland Blvd & SR-92 and 500 West & Traverse Terrace Drive. The study intersections with the highest delay are 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and 500 West & Traverse Terrace Drive with a LOS E and a delay of 88.1 sec/veh in the PM. This scenario includes all previous mitigations.

   Recommended Mitigations:

   - Highland Blvd & SR-92
     - Add additional westbound left-turn lane
     - Add additional southbound left-turn lane
     - Add additional thru lane for a total of 2 lanes

   With these mitigations, all intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS D and a delay 36.6 sec/veh in the AM and Center St/8000 West & SR-92 with a LOS D with a delay of 50.0 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

7. Safety History: - There was a total of 736 crashes on SR-2 from 2016 through 2021. The types of vehicle crashes are as follows:

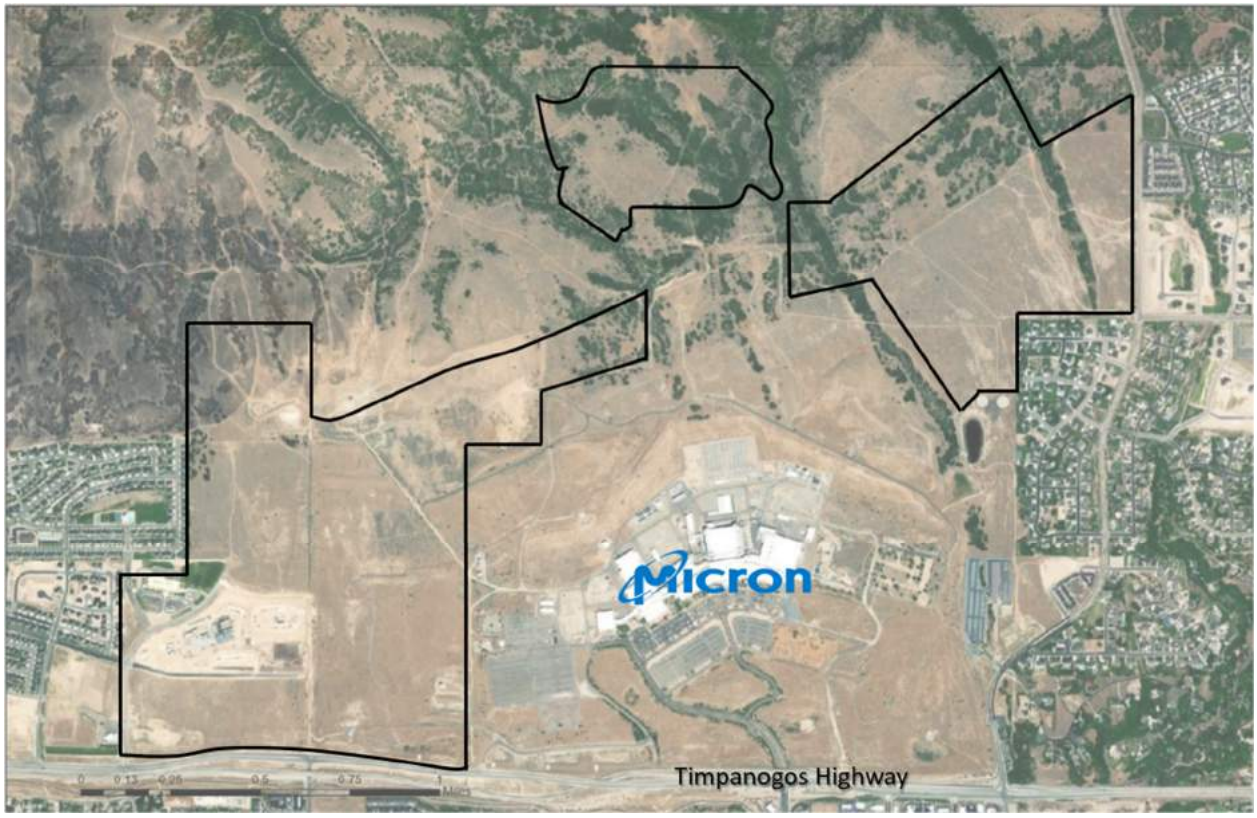
   - Two fatal crashes
   - 68 Suspected minor injury crashes
   - 131 Possible injury crashes
   - 535 Property damage only crashes

Proposed Development

SITE LOCATION

Figure 1 shows the location for the development surrounding Micron in Lehi, Utah. The project is located on the north side of Timpanogos Highway and approximately two miles east of I-15 in Lehi, Utah.

Figure 1: Project Location



SITE PLAN AND PREFERRED ACCESS

The proposed site will have three major accesses from SR-92**.** There are two accesses on the west side of Micron, at 500 West and Center Street. Highland Boulevard serves as an access on the east side of Micron. **Figure 2** shows the site plan for the development.

Figure 2: Site Plan

Study Area

STUDY AREA

The major streets potentially impacted by the Micron development is Timpanogos Highway (S.R. 92), 500 West, and Highland Boulevard. The functional classification map, seen in **Figure 3**, shows the functional classification of roadways surrounding the project area. The speed limits listed in the description are the currently posted speed limits.

Roadway Descriptions

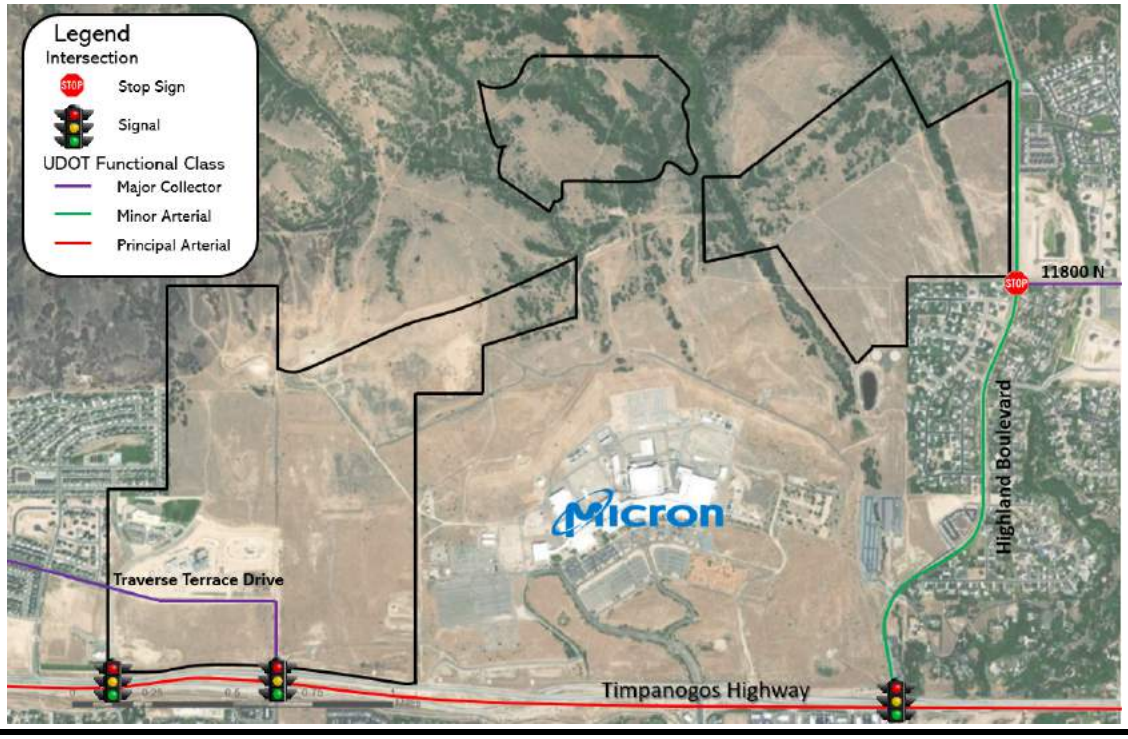
- Timpanogos Highway (S.R. 92): is a west/east running road classified as a primary arterial with a speed limit of 55 mph except for the section of the roadway east of 1000 East where the speed limit is 50 mph. This primary arterial is a four-lane roadway with two dedicated thru lanes for each direction separated by a center left turn lane. It has dedicated left and right turning lanes at intersections and is characterized by nearby one lane commuter lanes going both directions.
- Highland Boulevard: is a north/south running road classified as a minor arterial with a speed limit of 35 mph. This minor arterial is a two-lane roadway with one dedicated thru lane for each direction separated by a vegetated median. It has dedicated left turning lanes at intersections.
- 500 West: is a north/south running road classified as a collector with a speed limit of 30 mph. This collector is a four-lane roadway with two dedicated thru lanes for each direction separated by a center left turn lane.

Intersection Descriptions

- 500 West / SR-92: is a signalized High-T-intersection. The southbound lane geometry has one dedicated left-turn lane and one dedicated right-turn lane. The eastbound lane geometry has two dedicated thru lanes and one dedicated left-turn lane. The westbound lane geometry has two dedicated thru-lanes and a dedicated right-turn lane.
- 500 West / Traverse Terrace Drive: is a two-way stop-controlled intersection. The northbound and southbound lane geometries are the same with one dedicated left-turn lane, one dedicated thru lane, and a shared thru-right lane. The westbound and eastbound lane geometries are the same with one dedicated left-turn and a shared thru-right. The westbound and eastbound lanes are stop-controlled, while the northbound and southbound lanes are not.
- 500 West / Canyon Hills Road: is a T-intersection with Canyon Hills Road being stop-controlled at 500 West. The southbound lane geometry is a shared left-turn and one dedicated right-turn lane. The eastbound lane geometry has two dedicated thru lanes and one dedicated left-turn lane. The westbound lane geometry has one dedicated thru-lane and a shared thru-right.
- Canyon Hills Road / 4050 North: is a two-way stop-controlled intersection. The lane geometries of all approaches are shared left-thru-right. The eastbound and westbound lanes are stop-controlled, while the northbound and southbound lanes are not.
- Grant Boulevard / Highland Boulevard: is a T-intersection with Grant Boulevard being stop-controlled at Highland Boulevard. The northbound and westbound lane geometries are the same with a shared left-thru-right lane. The southbound lane geometry has one dedicate thru-lane and one dedicate left-turn lane.

- 11800 North / Highland Boulevard: is a T-intersection with 11800 North being stop-controlled at Highland Boulevard. The northbound and westbound lane geometries are the same with a shared left-thru-right lane. The southbound lane geometry has one dedicate thru-lane and one dedicate left-turn lane.
- Commuter Lane On-ramp / Highland Boulevard: The southbound lane geometry has two dedicated thru-lanes and one dedicated right-turn lane onto the westbound SR-92 commuter lane. The northbound lane geometry has two dedicated thru-lanes.
- Highland Boulevard / SR-92 is a signalized intersection. The southbound lane geometry has one dedicated left-turn lane, one dedicated thru lane, and a channelized right-turn lane. The northbound lane geometry has one dedicated left-turn lane, one dedicated thru lane, and one dedicated right-turn lane. The eastbound lane geometry has two dedicated left-turn lanes, three dedicated thru lanes, and one dedicated right-turn lanes. The westbound lane geometry has one dedicated left-turn lane, two dedicated thru lanes, and one dedicated right-turn lane.
- 1200 East / SR-92: is a signalized intersection. The northbound lane geometry has two dedicated left-turn lane, two dedicated thru lanes, and one dedicated right-turn lane. The southbound lane geometry has two dedicated left-turn lanes, two dedicated thru lanes, and one channelized right-turn lane. The eastbound lane geometry has two dedicated left-turn lanes, three dedicated thru lanes, and one dedicated right-turn lane. The westbound lane geometry has one dedicated left-turn lane, two dedicated thru lanes, and one dedicated right-turn lane.
- Center Street (8000 West) / SR-92: is a signalized intersection. The northbound lane geometry has two dedicated left-turn lanes and one right-turn lane. The eastbound lane geometry has two dedicated thru lanes and one right-turn lane. The westbound lane geometry has two dedicated left-turn lanes and two thru lanes.

Figure 3: UDOT Roadway Classification Map



Analysis of Existing Conditions

STUDY INTERSECTION LEVEL OF SERVICE

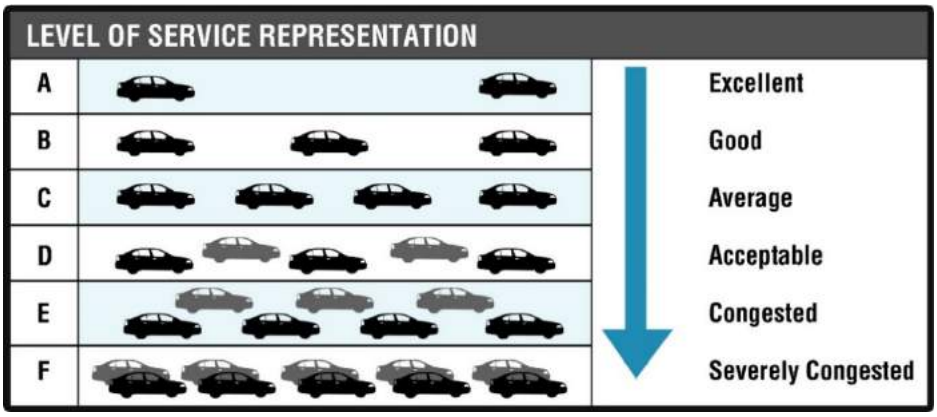
Level of Service (LOS) is a term used by the *Highway Capacity Manual* (HCM) to describe the traffic operations of an intersection, based on congestion and delay. It ranges from LOS A (almost no congestion or delays) to LOS F (traffic demand is above capacity and the intersection experiences long queues and delays). LOS C is generally considered acceptable for rural intersections, while LOS D is acceptable for urbanized intersections. LOS E is the threshold when the intersection reaches capacity. For two-way stop-controlled intersections, average intersection-wide delay and LOS are not defined by the HCM. **Table 1** summarizes LOS delay criteria for stop-controlled movements at unsignalized and signalized intersections. A visual representation of this is shown in **Figure 4.**

Table 1: Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	> 10 - 20	> 10 - 15
C	> 20 - 35	> 15 - 25
D	> 35 - 55	> 25 - 35
E	> 55 - 80	> 35 - 50
F	> 80	> 50

Source: *Highway Capacity Manual (HCM) 6*

Figure 4: LOS example.



EXISTING INTERSECTION OPERATIONS

Horrocks performed the AM and PM peak hour traffic counts for the study intersections in May 2021 and balanced the counts where needed. **Figure 5** and **Figure 6** show the balanced turnings movements. All study intersections perform at an acceptable LOS, as shown in **Table 2**. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 29.0 sec/veh in the AM and a LOS D and a delay of 48.5 sec/veh in the PM.

Table 2: Existing Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
Existing Peak Hour Conditions					
1	Highland Blvd & Grant Blvd	11.9	**B**	13.3	**B**
2	Highland Blvd & 11800 North	16.4	**C**	26.9	**D**
3	Highland Blvd & SR-92	22.1	**C**	32.0	**C**
4	1200 East & SR-92	29.0	**C**	48.5	**D**
5	Center St/8000 West & SR-92	18.5	**B**	20.4	**C**
6	SR-92 & 500 West	18.0	**B**	12.9	**B**
7	500 West & Traverse Terrace Drive	14.7	**B**	10.1	**B**
8	3900 North & Canyon Hills Rd	10.3	**B**	8.6	**A**
9	Canyon Hills Rd & 4050 North	18.8	**C**	9.1	**A**

Source: HCM Methodologies using Synchro Software

Control delay for unsignalized intersections shown for the worst approach only per the HCM.

CRASH DATA

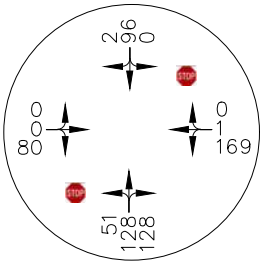
Horrocks received crash data for SR-92 from the Utah Department of Public Safety website. There was a total of 736 total crashes on SR-92 in a 5-year span from 2016 to 2021. The highway experienced the following types of crashes:

- Two fatal crashes
- 68 Suspected minor injury crashes
- 131 Possible injury crashes
- 535 No injury crashes

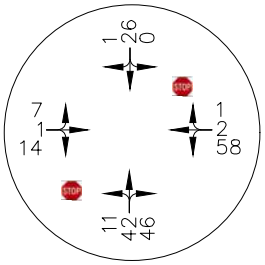
MITIGATIONS

No recommended mitigation currently.

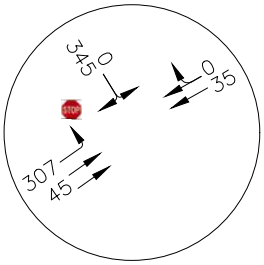
1 AM PEAK HOUR



1 PM PEAK HOUR



2 AM PEAK HOUR



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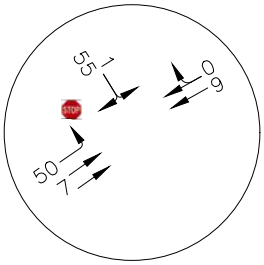
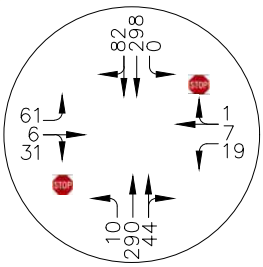
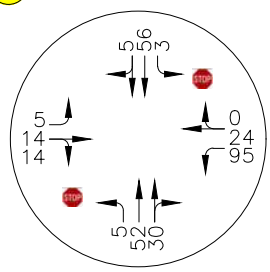


3 AM PEAK HOUR



3 PM PEAK HOUR



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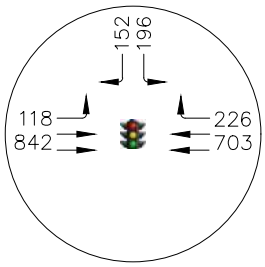
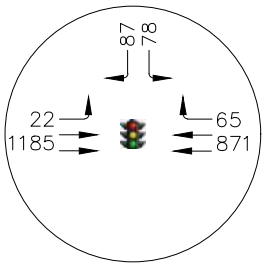
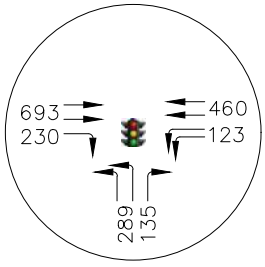


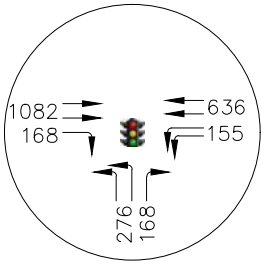
4 PM PEAK HOUR



5 AM PEAK HOUR



5 PM PEAK HOUR



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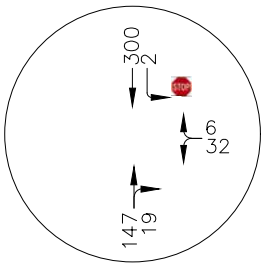
West of Micron
Existing AM & PM Peak Hour Traffic Volumes

FIGURE 5

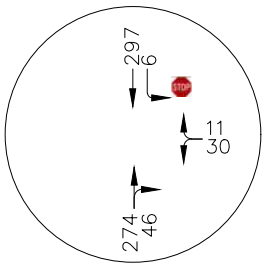
SCALE: N/A

DATE: 9/2022

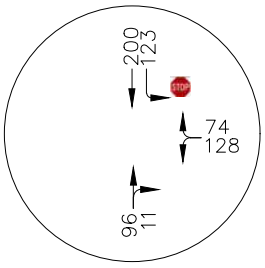
6 AM PEAK HOUR



6 PM PEAK HOUR



7 AM PEAK HOUR



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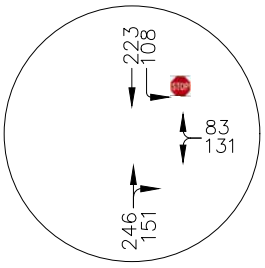
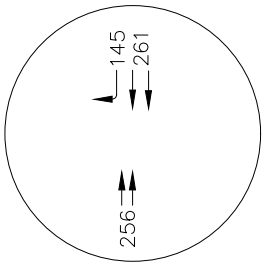
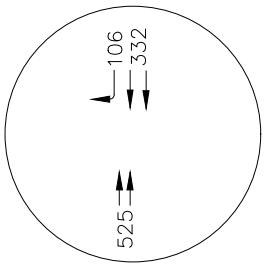


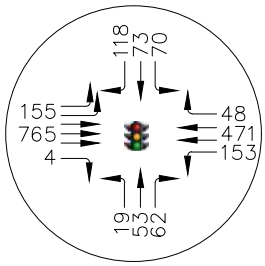
8 AM PEAK HOUR



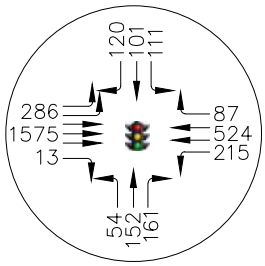
8 PM PEAK HOUR



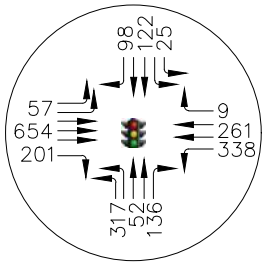
9 AM PEAK HOUR



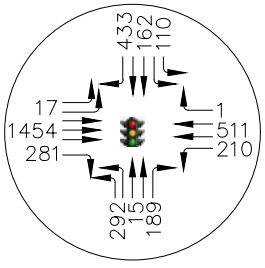
9 PM PEAK HOUR



10 AM PEAK HOUR



10 PM PEAK HOUR



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East of Micron
Existing AM & PM Peak Hour Traffic Volumes

FIGURE 6

SCALE: N/A

DATE: 9/2022

Analysis of 2026 Background Conditions

GROWTH RATES

For the 2026 background condition, Horrocks obtained historical traffic data from UDOT at locations surrounding the project. Using the UDOT historical traffic data, an annual background growth factor of 2% will be used for the analysis. The APPENDIX contains the traffic data used to determine the growth.

2026 BACKGROUND CONDITIONS

Existing traffic was grown by 2% annually to create a 2026 background traffic scenario, as shown in **Figure 7** and **Figure 8.** All study intersections perform at an acceptable LOS except for Highland Blvd & 11800 North. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 31.3 sec/veh in the AM and Highland Blvd & 11800 North with a LOS E and a delay of 39.7 sec/veh in the PM, as shown in **Table 3.**

Table 3: 2026 Background Peak Hour Conditions

Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Difference from Existing	Level of Service	Average Control Delay (sec/veh)	Difference from Existing	Level of Service
2026 Background Peak Hour Conditions							
1	Highland Blvd & Grant Blvd	12.4	+0.5	**B**	14.3	+1.0	**C**
2	Highland Blvd & 11800 North	19.3	+5.5	**C**	39.7	+12.8	**E**
3	Highland Blvd & SR-92	23.9	+1.8	**C**	31.5	-0.6	**C**
4	1200 East & SR-92	31.3	+2.3	**C**	41.0	-6.7	**D**
5	Center St/8000 West & SR-92	19.0	+0.5	**B**	21.2	+0.6	**C**
6	SR-92 & 500 West	20.8	+2.8	**C**	12.3	+0.6	**B**
7	500 West & Traverse Terrace Drive	15.9	+1.2	**C**	10.4	+0.3	**B**
8	3900 North & Canyon Hills Rd	10.6	+0.3	**B**	8.6	+0.0	**A**
9	Canyon Hills Rd & 4050 North	22.5	+3.7	**C**	9.2	+0.1	**A**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

Highland Blvd & 11800 North

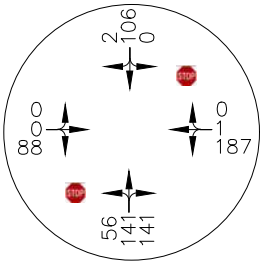
- Upgrade intersection from stop control to signal
- Modify westbound shared left/right to dedicated left and right.

With these mitigations, all intersections operate at an acceptable LOS, as shown in **Table** 4. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 28.6 sec/veh in the AM, and a LOS D with a delay of 41.0 sec/veh in the PM. Signal warrant report included in the APPENDIX. The red arrows in the figures below show the recommended mitigations.

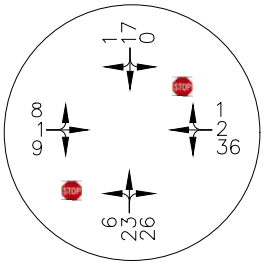
Table 4: 2026 Background with Mitigation Peak Hour Conditions

Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2026 Background with Mitigation Peak Hour Conditions					
1	Highland Blvd & Grant Blvd	12.4	**B**	14.3	**B**
2	Highland Blvd & 11800 North	7.3	**A**	7.9	**A**
3	Highland Blvd & SR-92	23.9	**C**	31.5	**C**
4	1200 East & SR-92	28.6	**C**	41.0	**D**
5	Center St/8000 West & SR-92	19.0	**B**	21.2	**C**
6	SR-92 & 500 West	20.8	**C**	12.3	**B**
7	500 West & Traverse Terrace Drive	15.9	**C**	10.4	**B**
8	3900 North & Canyon Hills Rd	10.6	**B**	8.6	**A**
9	Canyon Hills Rd & 4050 North	22.5	**C**	9.2	**A**

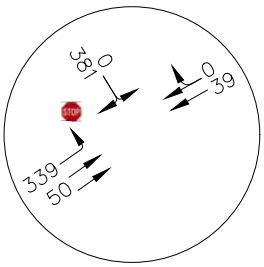
1 AM PEAK HOUR



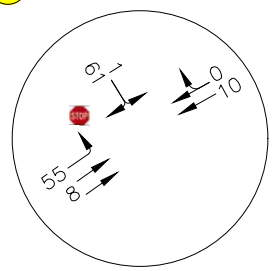
1 PM PEAK HOUR



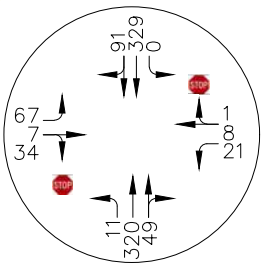
2 AM PEAK HOUR



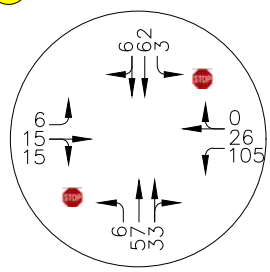
2 PM PEAK HOUR



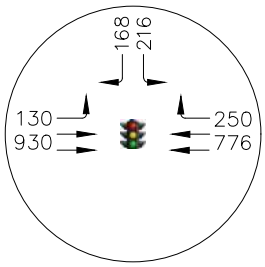
3 AM PEAK HOUR



3 PM PEAK HOUR



4 AM PEAK HOUR



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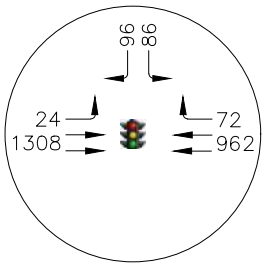
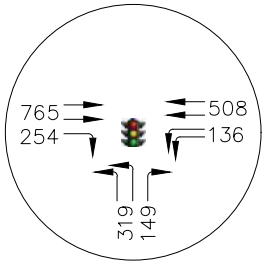
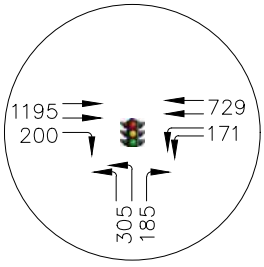


5 AM PEAK HOUR



5 PM PEAK HOUR



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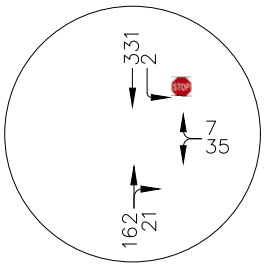
West of Micron
2026 Background with Mitigation AM & PM Peak Hour Traffic Volumes

FIGURE 7

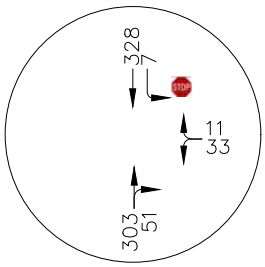
SCALE: N/A

DATE: 9/2022

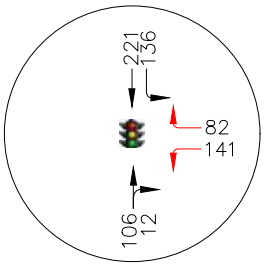
6 AM PEAK HOUR



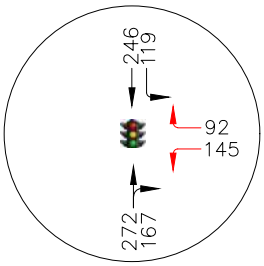
6 PM PEAK HOUR



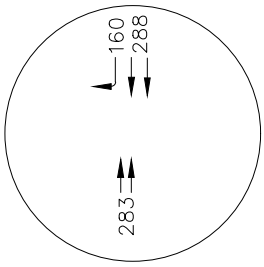
7 AM PEAK HOUR



7 PM PEAK HOUR



8 AM PEAK HOUR



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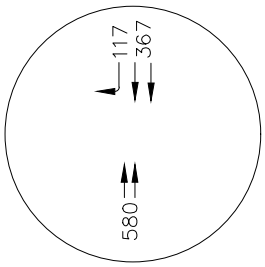

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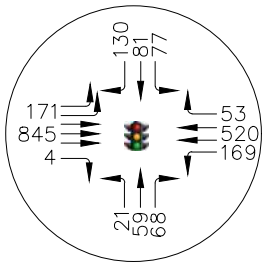

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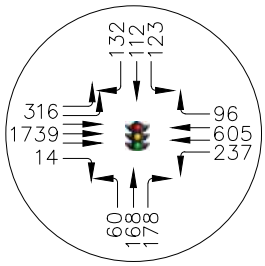

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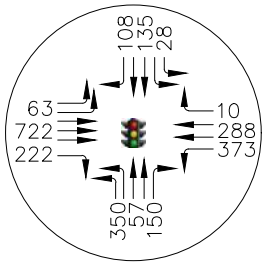

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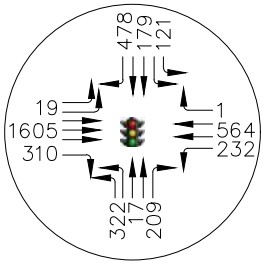

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East of Micron
2026 Background with Mitigation AM & PM Peak Hour Traffic Volumes

FIGURE 8

SCALE: N/A

DATE: 9/2022

Project Traffic Volumes

Project traffic volumes were estimated and distributed using the industry-standard trip generation literature and using existing traffic counts and engineering judgment to distribute project traffic to the existing road network.

TRIP GENERATION

The trip generation was estimated using the *ITE Trip Generation Manual 10th Edition*. The following land use from the manual was used:

- *Single-Family Detached Housing (ITE 210)* – Single-family detached housing includes all single-family detached homes on individual lots. A typical site surveyed is a suburban subdivision.
- *Multifamily Housing (Mid-Rise) (ITE 221)* – Mid-rise multifamily housing includes apartments, townhomes, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (Floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.
- *Public Park (ITE 411)* – Public parks are owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Seasonal use of the individual sites differs widely because of the varying facilities and local conditions, such as weather. For example, some of the sites are used primarily for boating or swimming; others are used for softball games. Soccer complex (Land Use 488) is a related use.
- *Elementary School (ITE 520)* – An elementary school typically serves students attending kindergarten through the fifth or sixth grade. Elementary schools are usually centrally located in residential communities to facilitate student access and have no student drivers. This land use consists of schools where bus service is usually provided to students living beyond a specified distance from the school. Both public and private elementary schools are included in this land use. Middle school/junior high school (Land Use 522), high school (Land Use 530), private school (K-8) (Land Use 534), private school (K-12) (Land Use 536), and charter elementary school (Land Use 537) are related uses.
- *Middle School/Junior High School (ITE 522)* – A middle or junior high school serves students who have completed elementary school and have not yet entered high school. Both public and private middle schools/junior high schools are included in this land use. Elementary school (Land Use 520), high school (Land Use 530), private school (K-8) (Land Use 534), private school (K-12) (Land Use 536), and charter elementary school (Land Use 537) are related uses.
- *Church (ITE 560)* – A church is a building in which public worship services are held. A church houses an assembly hall or sanctuary; it may also house meeting rooms, classrooms, and, occasionally, dining, catering, or party facilities. Synagogue (Land Use 561) and mosque (Land Use 562) are related uses.
- *Shopping Center (ITE 820)* – A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's

composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. Factory outlet center (Land Use 823) is a related use.

Based on the ITE methodology, the development within the study area is estimated to generate approximately 30,793 new external daily trips, with 2,541 trips, and 2,852 trips occurring during the AM peak and PM peak hours, respectively. The land use descriptions are on the previous page and copies of the ITE Trip Generation 10th Edition land use descriptions and rates used in this project are in the APPENDIX. **Table 5** contains a summary of the calculated trip generation for the project. **Figure 9** shows the location of the development zones.

TRIP DISTRIBUTION

The estimated new trips from the proposed development were distributed onto the roadway network based on the proposed site access locations, existing turning movements, traffic patterns, and proximity to major roadways, as shown in **Figure 10**. Horrocks used the origin/destination approach for this distribution. Horrocks used the collected traffic count data to distribute project trips to and from the project area. Horrocks assumed that all trips will be made by non-transit vehicles, so modal split was not necessary.

- 35% - West on SR-92
- 15% - South on Center Street
- 15% - South on 1200 East
- 30% - East on SR-92
- 5% - North on Highland Boulevard

Table 5: ITE Trip Generation

Micron TIS											
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 1	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.75**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39
	Shopping Center (ITE 820)		**37.75**	**37.75**	50%	50%	**0.94**	62%	38%	**3.81**	48%
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169
	Total Internal Capture						5	3		19	45
	Total New Trips		**4,977**	**2,488**	**2488**	**128**	**45**	**75**	**424**	**197**	**163**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 2	**Middle School/Junior High School (ITE 522)**		**20.17**	50%	50%	**6.73**	55%	45%	**3.33**	45%	55%
	1000 Sq. Ft. GFA	117	2,360	1,180	1,180	787	433	354	390	175	214
	Total Internal Capture							4	4	0	11
	Total New Trips		**2,360**	**1,180**	**1,180**	**787**	**429**	**351**	**390**	**165**	**208**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 3	**Single-Family Detached Housing (ITE 210)**		**Ln(T)=0.92Ln(x)+2.71**	50%	50%	**T=0.71(x)+4.80**	25%	75%	**Ln(T)=0.96Ln(x)+0.20**	63%	37%
	Dwelling Units	255	2,460	1,230	1,230	186	46	139	250	157	92
	Multifamily Housing (Mid-Rise) (ITE 221)		**T=5.45(x)-1.75**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%
	Dwelling Units	517	2,816	1,408	1,408	186	48	138	227	139	89
	Elementary School (ITE 520)		**19.52**	50%	50%	**6.97**	55%	45%	**1.37**	45%	55%
	1000 Sq. Ft. GFA	46	898	449	449	321	176	144	63	28	35
	Church (ITE 560)		**6.95**	50%	50%	**T=0.36(x)-0.74**	60%	40%	**0.49**	45%	55%
	1000 Sq. Ft. GFA	290	2,016	1,008	1,008	104	62	41	142	64	78
	Total Internal Capture						2	2		6	2
	Total New Trips		**8,189**	**4,095**	**4,095**	**788**	**326**	**455**	**682**	**369**	**287**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 4	**Single-Family Detached Housing (ITE 210)**		**Ln(T)=0.92Ln(x)+2.71**	50%	50%	**T=0.71(x)+4.80**	25%	75%	**Ln(T)=0.96Ln(x)+0.20**	63%	37%
	Dwelling Units	258	2,487	1,243	1,243	188	47	141	252	159	93
	Multifamily Housing (Mid-Rise) (ITE 221)		**T=5.45(x)-1.75**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%
	Dwelling Units	324	1,764	882	882	117	30	86	143	87	56
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%
	Acres	4	91	45	46	0	0	0	0	0	0
	Total Internal Capture						1	2		10	3
	Total New Trips		**4,342**	**2,171**	**2,171**	**305**	**77**	**225**	**395**	**231**	**145**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 5	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.75**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39
	Shopping Center (ITE 820)		**37.75**	50%	50%	**0.94**	62%	38%	**3.81**	48%	52%
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169
	Total Internal Capture						5	3		19	45
	Total New Trips		**4,977**	**2,488**	**2488**	**128**	**45**	**75**	**424**	**197**	**163**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 6	**Single-Family Detached Housing (ITE 210)**		**Ln(T)=0.92Ln(x)+2.71**	50%	50%	**T=0.71(x)+4.80**	25%	75%	**Ln(T)=0.96Ln(x)+0.20**	63%	37%
	Dwelling Units	267	2,566	1,283	1,283	194	49	146	261	164	96
	Church (ITE 560)		**6.95**	50%	50%	**T=0.36(x)-0.74**	60%	40%	**0.49**	45%	55%
	1000 Sq. Ft. GFA	97	674	337	337	34	21	14	48	21	26
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%
	Acres	4	91	45	46	0	0	0	0	0	0
	Total Internal Capture						0	1		7	2
	Total New Trips		**3,332**	**1,666**	**1,666**	**228**	**69**	**158**	**309**	**176**	**120**
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Zone 7	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.75**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%
	Dwelling Units	226	1,230	615	615	81	21	60	99	61	39
	Single-Family Detached Housing (ITE 210)		**Ln(T)=0.92Ln(x)+2.71**	50%	50%	**T=0.71(x)+4.80**	25%	75%	**Ln(T)=0.96Ln(x)+0.20**	63%	37%
	Dwelling Units	127	1,296	648	648	95	24	71	128	81	47
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%
	Acres	5	92	46	46	0	0	0	1	0	0
	Total Internal Capture						0	1		5	2
	Total New Trips		**2,617**	**1,309**	**1,309**	**176**	**45**	**130**	**228**	**133**	**84**
Total Development Trips			**30,793**	**15,396**	**15,397**	**2,541**	**1,034**	**1,469**	**2,852**	**1,468**	**1,169**

Figure 9: Zone Map

Figure 10: Trip Distribution

CENTER STREET & SR-92

The Center Street/8000 West & SR-92 intersection will have a new north leg (southbound approach) when the project is constructed. DR Horton is coordinating with UDOT in conjunction with LEI. The intersection is being constructed to a handle a higher volume of traffic on all approaches in anticipation of higher future traffic volumes. This intersection will perform at an improved Level of Service than the minimum required due to these improvements done above and beyond what is required. The lane geometry for the new approach is two dedicated left-turn lanes, one dedicated thru lane, and one dedicated right-turn lane. The updated lane geometry for the existing approaches are as follows:

- Southbound Approach: Two dedicated left-turn lanes, a thru lane, and one shared thru-right lane.
- Eastbound Approach: Two dedicated left-turn and thru lanes, and one dedicated right-turn lane.
- Westbound Approach: Two dedicated left-turn and thru lanes, and one dedicated right-turn lane.
- Northbound Approach: Two dedicated left-turn lanes, a thru lane, and one shared thru-right lane.

Figure 11 shows the updated lane geometry for the intersection.

Figure 11: North Leg Geometry

Analysis of 2026 Background Plus Project Conditions

2026 BACKGROUND PLUS PROJECT CONDITIONS

Horrocks applied the project conditions from the proposed development with the annexation to the 2026 Background Conditions to create the 2026 Background plus Project conditions, as shown in **Figure 12** and **Figure 13**. Traffic generated by the project site is shown in **Figure 14** and **Figure 15**. All study intersections perform at an acceptable LOS. The study intersection with the highest delay is 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and Center St/8000 West & SR-92 with a LOS F with a delay of 53.5 sec/veh in the PM, as shown in **Table 6**. This scenario includes all previous mitigations.

Table 6: 2026 Background plus Project Peak Hour Conditions

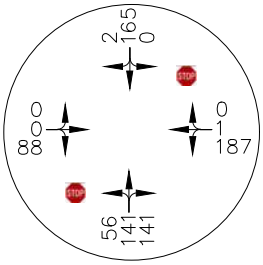
Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Difference from 2026 Background	Level of Service	Average Control Delay (sec/veh)	Difference from 2026 Background	Level of Service
2026 Background plus Project Peak Hour Conditions							
1	Highland Blvd & Grant Blvd	21.6	+9.2	**C**	30.7	+16.4	**D**
2	Highland Blvd & 11800 North	9.5	+2.2	**A**	13.3	+5.4	**B**
3	Highland Blvd & SR-92	33.6	+9.7	**C**	48.3	+16.8	**D**
4	1200 East & SR-92	52.2	+23.6	**D**	36.2	-4.8	**D**
5	Center St/8000 West & SR-92	41.7	+22.7	**D**	53.3	+32.1	**D**
6	SR-92 & 500 West	40.3	+19.5	**D**	27.9	+15.6	**C**
7	500 West & Traverse Terrace Drive	34.5	+18.6	**D**	17.3	+6.9	**B**
8	3900 North & Canyon Hills Rd	13.4	+2.8	**B**	9.2	+0.6	**A**
9	Canyon Hills Rd & 4050 North	17.1	-5.4	**C**	10.4	+1.2	**B**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

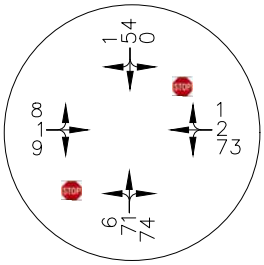
MITIGATIONS

No recommended mitigation currently.

1 AM PEAK HOUR



1 PM PEAK HOUR



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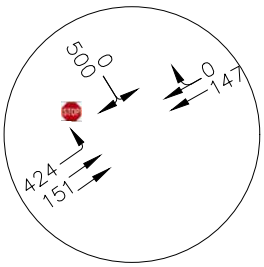

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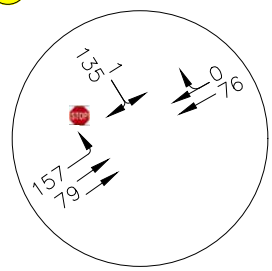

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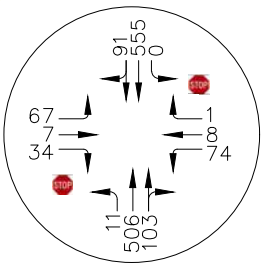

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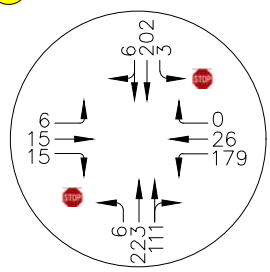

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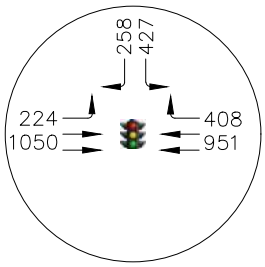

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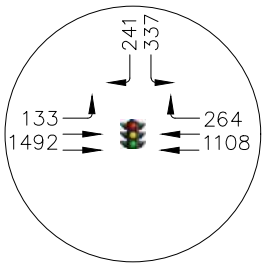

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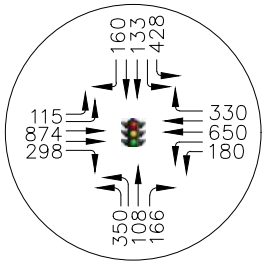

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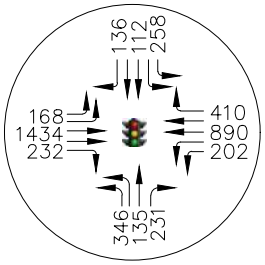

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SUITE #100
PLEASANT GROVE, UT. 84062
(801) 763-5100

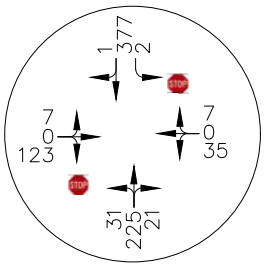
West of Micron
2026 Background plus Project with Mitigations AM & PM Peak Hour Traffic Volumes

FIGURE 12

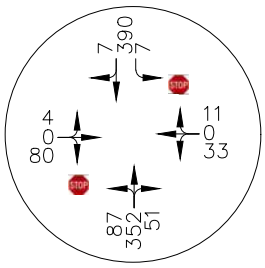
SCALE: N/A

DATE: 9/2022

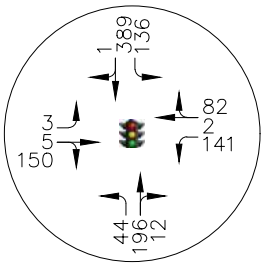
6 AM PEAK HOUR



6 PM PEAK HOUR



7 AM PEAK HOUR



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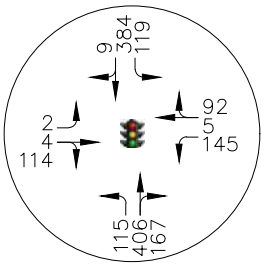

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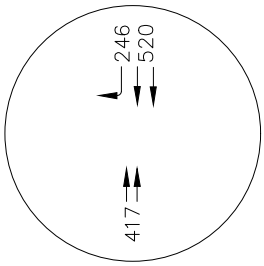

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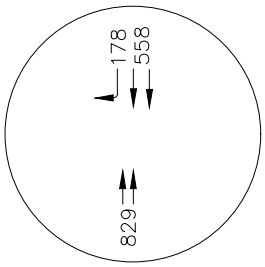

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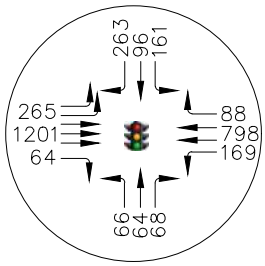

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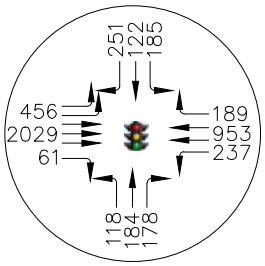
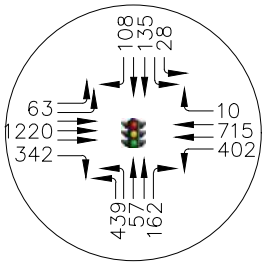
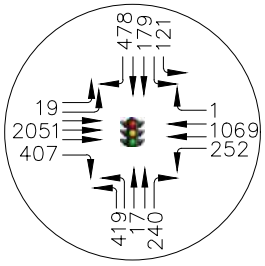


10 AM PEAK HOUR



10 PM PEAK HOUR



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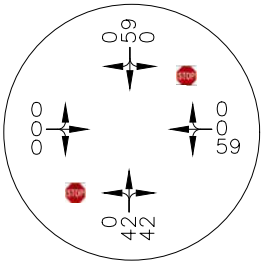
East of Micron
2026 Background plus Project with Mitigation AM & PM Peak Hour Traffic Volumes

FIGURE 13

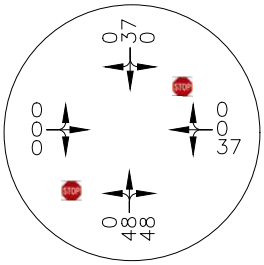
SCALE: N/A

DATE: 9/2022

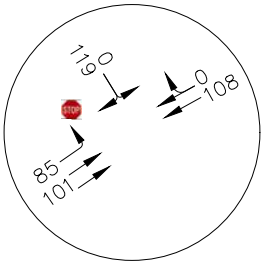
1 AM PEAK HOUR



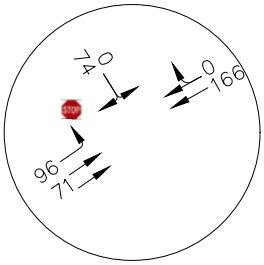
1 PM PEAK HOUR



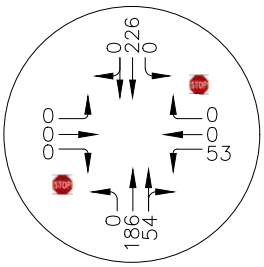
2 AM PEAK HOUR



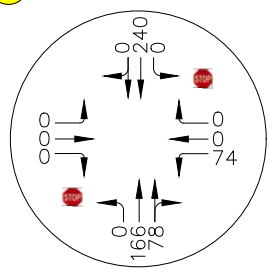
2 PM PEAK HOUR



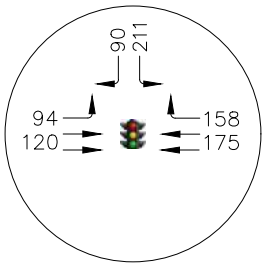
3 AM PEAK HOUR



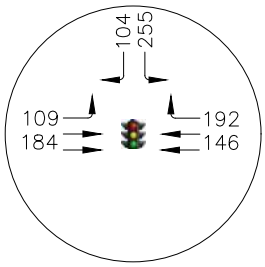
3 PM PEAK HOUR



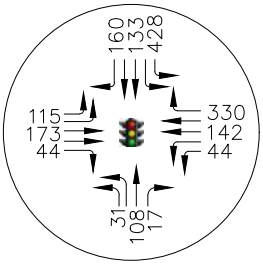
4 AM PEAK HOUR



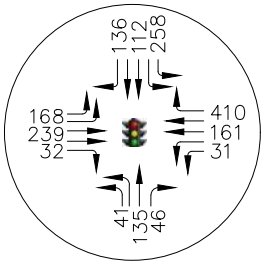
4 PM PEAK HOUR



5 AM PEAK HOUR



5 PM PEAK HOUR



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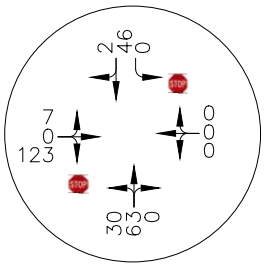
West of Micron
Project Only AM & PM Peak Hour Traffic Volumes

FIGURE 14

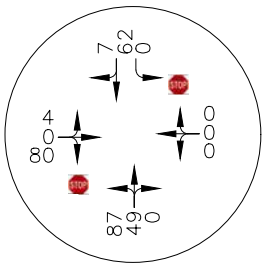
SCALE: N/A

DATE: 9/2022

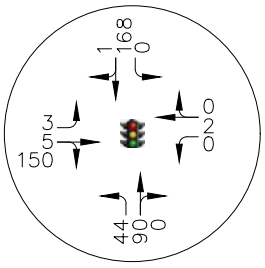
6 AM PEAK HOUR



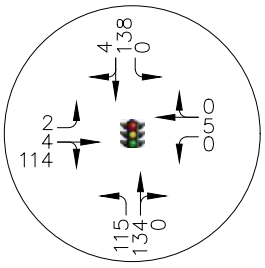
6 PM PEAK HOUR



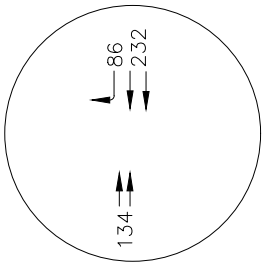
7 AM PEAK HOUR



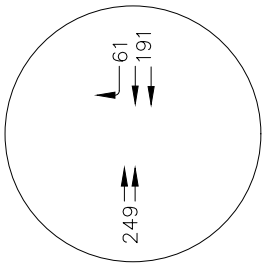
7 PM PEAK HOUR



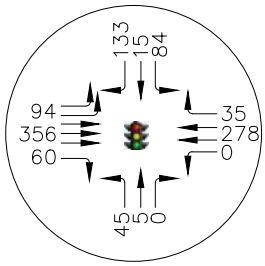
8 AM PEAK HOUR



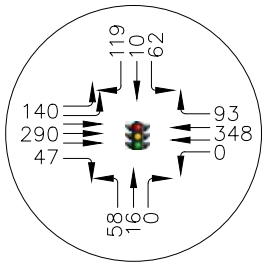
8 PM PEAK HOUR



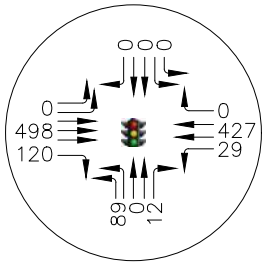
9 AM PEAK HOUR



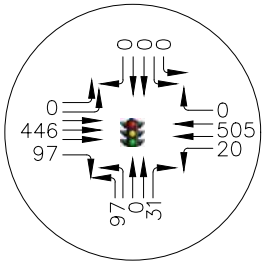
9 PM PEAK HOUR



10 AM PEAK HOUR



10 PM PEAK HOUR



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East of Micron
Project Only AM & PM Peak Hour Traffic Volumes

FIGURE 15

SCALE: N/A

DATE: 9/2022

Analysis of 2050 Background Conditions

2050 VOLUME PROJECTION

For the 2050 background condition, Horrocks used the Regional Travel Demand Model (TDM) for the area to obtain the 2050 volumes, as shown in **Figure 16** and **Figure 17**. The APPENDIX contains the traffic data used to determine the growth.

Regional Travel Demand Model (TDM)

MAG is the designated Metropolitan Planning Organization (MPO) for Summit, Utah, and Wasatch counties in Utah. MAG works in partnership with UDOT, Utah Transit Authority (UTA), local governments, and other stakeholders to develop long-range transportation plans for the communities within their jurisdictions. As part of its transportation planning work, MAG, in collaboration with the Wasatch Front Regional Council (WFRC), maintains a regional Travel Demand Model (TDM) for its jurisdictional area (currently version 8.3.1). References to "the model" in this report refer to the scripts and data maintained by MAG/WFRC, not to the Cube software.

The TDM is a state-of-the-practice tool that allows transportation analysts to input various land use and growth scenarios for different road and transit networks to forecast the expected traffic for each scenario. At its core, the TDM uses the common four-step modeling process, which consists of trip generation, trip distribution, mode split, and trip assignment.

Specific inputs to the TDM include socioeconomic forecasts and transportation system data. The socioeconomic data includes population, households, employment, and average household income. Household data is further classified by household size (one person to 6+ persons), number of workers (0 to 3+ persons), and income quartiles. Employment data is classified into 12 categories that include subcategories for retail, industrial, and office. Public school enrollment is classified into elementary, middle, and high school. Special trip generation tables are included for colleges, the Salt Lake City International Airport, and Lagoon. Transportation system data include both roadway and transit networks. The roadway network includes freeways, arterial routes, and collector routes. The transit network includes commuter rail, light rail, bus rapid transit, express bus routes, and many local bus routes. New to version 8 of the model is a freight component that estimates truck traffic. Bicycle and pedestrian trips are tracked internally by the model, but do not have any specific inputs.

The geographical area of the TDM is split into individual Traffic Analysis Zones (TAZs), which in turn hold the socioeconomic source data. The model uses the information in each TAZ for trip generation, trip distribution, and mode split. Trips generated by each TAZ are loaded onto the roadway network using special links called centroid connectors. The model then uses the roadway network in an iterative process to assign routes for each trip destination.

MAG TransPlan50 is the RTP using 2030, 2040, and 2050 for the timeline of Phase 1, Phase 2, and Phase 3 projects, respectively. The TDM has roadway and transit networks associated with each of these phases. This study uses these networks as the assumed base conditions depending on the year being analyzed.

INTERSECTION OPERATIONS

All study intersections perform at an acceptable LOS except Highland Blvd & Grant Blvd. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & Grant Blvd with a LOS F with a delay of 43.5 sec/veh in the PM, as shown in **Table 7**.

Table 7: 2050 Background Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Difference from 2026 Background plus Mitigation	Level of Service	Average Control Delay (sec/veh)	Difference from 2026 Background plus Mitigation	Level of Service
2050 Background Peak Hour Conditions							
1	Highland Blvd & Grant Blvd	16.0	+3.6	**C**	43.5	+29.2	**F**
2	Highland Blvd & 11800 North	8.6	+1.3	**A**	15.2	+7.3	**B**
3	Highland Blvd & SR-92	27.1	+3.2	**C**	46.9	+15.4	**D**
4	1200 East & SR-92	32.4	+3.8	**C**	40.1	+0.9	**D**
5	Center St/8000 West & SR-92	19.0	+0.0	**B**	30.7	+9.5	**C**
6	SR-92 & 500 West	12.2	-8.6	**B**	25.9	+13.6	**C**
7	500 West & Traverse Terrace Drive	10.1	-5.8	**B**	13.8	+3.4	**D**
8	3900 North & Canyon Hills Rd	8.9	-1.7	**A**	9.3	+0.7	**A**
9	Canyon Hills Rd & 4050 North	10.0	-12.5	**B**	10.9	+1.7	**B**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

Highland Blvd & Grant Blvd

- Upgrade intersection from stop-control to signalized

Horrocks did not perform a signal warrant analysis on the intersection of Highland Blvd & Grant Blvd. Horrocks recommends this intersection's stop-control upgrade to a signal based on the unacceptable LOS occurring in the 2050 Background conditions. A signal warrant analysis should be performed as the years draw closer to 2050.

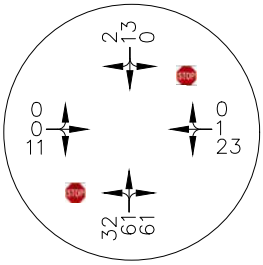
With this mitigation all intersections operate at an acceptable LOS, as shown in **Table 8**. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & SR-92 with a LOS D with a delay of 46.9 sec/veh in the PM. The red arrows in figures below show the recommended mitigations.

Table 8: 2050 Background plus Mitigations Peak Hour Conditions

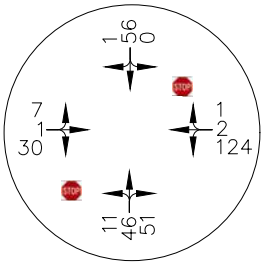
Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2050 Background plus Mitigations Peak Hour Conditions					
1	Highland Blvd & Grant Blvd	5.7	**A**	5.9	**A**
2	Highland Blvd & 11800 North	8.6	**A**	15.2	**B**
3	Highland Blvd & SR-92	27.1	**C**	46.9	**D**
4	1200 East & SR-92	32.4	**C**	40.1	**D**
5	Center St/8000 West & SR-92	19.0	**B**	30.7	**C**
6	SR-92 & 500 West	12.2	**B**	25.9	**C**
7	500 West & Traverse Terrace Drive	10.1	**B**	13.8	**B**
8	3900 North & Canyon Hills Rd	8.9	**A**	9.3	**A**
9	Canyon Hills Rd & 4050 North	10.0	**B**	10.9	**B**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

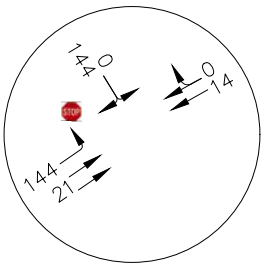
1 AM PEAK HOUR



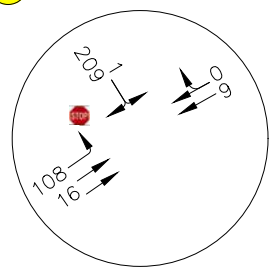
1 PM PEAK HOUR



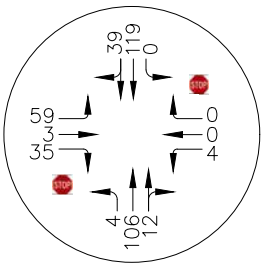
2 AM PEAK HOUR



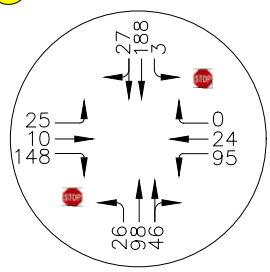
2 PM PEAK HOUR



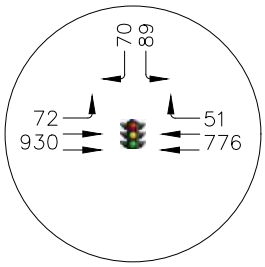
3 AM PEAK HOUR



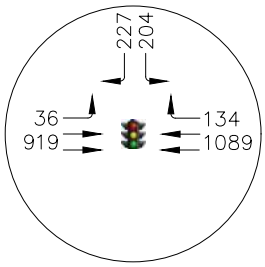
3 PM PEAK HOUR



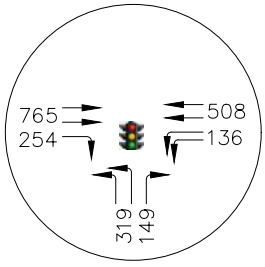
4 AM PEAK HOUR



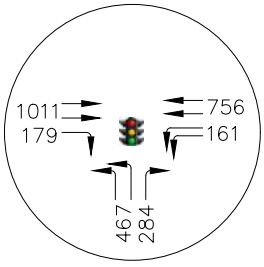
4 PM PEAK HOUR



5 AM PEAK HOUR



5 PM PEAK HOUR



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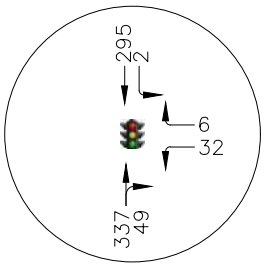
2050 Background with Mitigations AM & PM Peak Hour Traffic Volumes

FIGURE 16

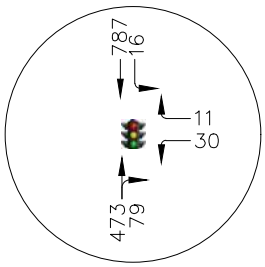
SCALE: N/A

DATE: 9/2022

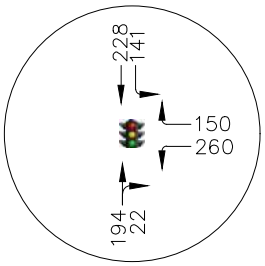
6 AM PEAK HOUR



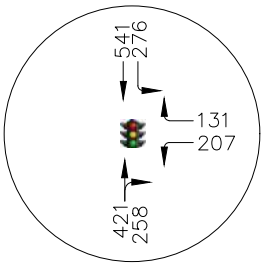
6 PM PEAK HOUR



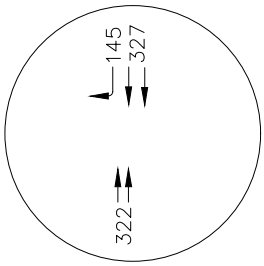
7 AM PEAK HOUR



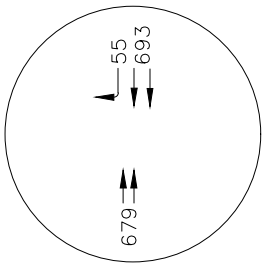
7 PM PEAK HOUR



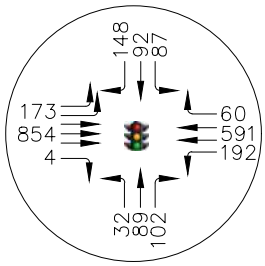
8 AM PEAK HOUR



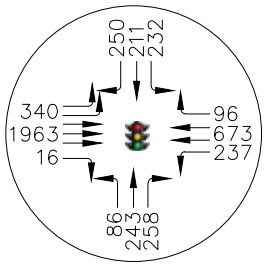
8 PM PEAK HOUR



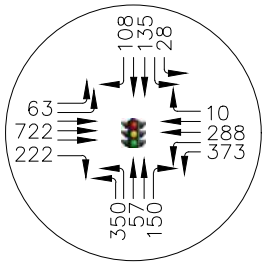
9 AM PEAK HOUR



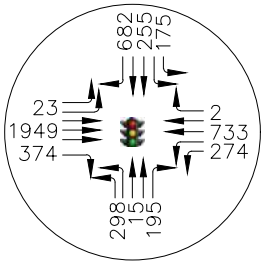
9 PM PEAK HOUR



10 AM PEAK HOUR



10 PM PEAK HOUR



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2050 Background AM & PM Peak Hour Traffic Volumes

FIGURE 17

SCALE: N/A

DATE: 9/2022

Analysis of 2050 Background plus Project Conditions

INTERSECTION OPERATIONS

Horrocks applied the project conditions from the proposed development with the annexation to the 2050 Background Conditions to create the 2050 Background plus Project, as shown in **Figure 18** and **Figure 19**. All study intersections perform at an acceptable LOS except for Highland Blvd & SR-92, 500 West & Traverse Terrace Drive, and Center St/8000 West & SR-92, as shown in **Table 9.** The study intersections with the highest delay are 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and 500 West & Traverse Terrace Drive with a LOS E and a delay of 88.1 sec/veh in the PM. This scenario includes all previous mitigations.

Table 9: 2050 Background plus Project Peak Hour Traffic Analysis

Intersection Number	Intersection	AM Peak Hour			PM Peak Hour		
		Average Control Delay (sec/veh)	Difference from 2050 Background Mitigation	Level of Service	Average Control Delay (sec/veh)	Difference from 2050 Background Mitigation	Level of Service
2050 Background plus Project Peak Hour Conditions							
1	Highland Blvd & Grant Blvd	21.6	+15.9	**C**	7.3	+0.0	**A**
2	Highland Blvd & 11800 North	9.5	+0.9	**A**	14.5	+0.7	**B**
3	Highland Blvd & SR-92	33.6	+6.5	**C**	88.1	+41.2	**F**
4	1200 East & SR-92	52.2	+19.8	**D**	39.0	+1.1	**D**
5	Center St/8000 West & SR-92	42.4	+23.4	**D**	54.1	+23.4	**D**
6	SR-92 & 500 West	40.3	+28.1	**D**	36.8	+10.9	**D**
7	500 West & Traverse Terrace Drive	30.5	+20.4	**D**	34.5	+20.7	**C**
8	3900 North & Canyon Hills Rd	13.4	+4.5	**B**	10.4	+1.1	**B**
9	Canyon Hills Rd & 4050 North	27.0	+17.0	**D**	13.7	+2.8	**C**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

MITIGATIONS

Highland Blvd & Grant Blvd

- Upgrade intersection from stop-control to signalized

Horrocks did not perform a signal warrant analysis on the intersection of Highland Blvd & Grant Blvd. Horrocks recommends this intersection's stop-control upgrade to a signal based on the unacceptable LOS occurring in the 2050 Background conditions. A signal warrant analysis should be performed as the years draw closer to 2050.

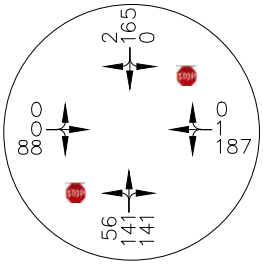
With this mitigation all intersections operate at an acceptable LOS, as shown in **Table 8**. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & SR-92 with a LOS D with a delay of 46.9 sec/veh in the PM. The red arrows in figures below show the recommended mitigations.

Table 8: 2050 Background plus Mitigations Peak Hour Conditions

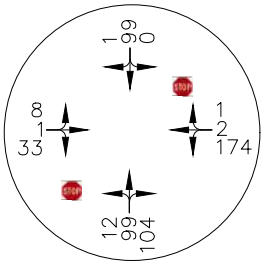
Intersection Number	Intersection	AM Peak Hour		PM Peak Hour	
		Average Control Delay (sec/veh)	Level of Service	Average Control Delay (sec/veh)	Level of Service
2050 Background plus Mitigations Peak Hour Conditions					
1	Highland Blvd & Grant Blvd	5.7	**A**	5.9	**A**
2	Highland Blvd & 11800 North	8.6	**A**	15.2	**B**
3	Highland Blvd & SR-92	27.1	**C**	46.9	**D**
4	1200 East & SR-92	32.4	**C**	40.1	**D**
5	Center St/8000 West & SR-92	19.0	**B**	30.7	**C**
6	SR-92 & 500 West	12.2	**B**	25.9	**C**
7	500 West & Traverse Terrace Drive	10.1	**B**	13.8	**B**
8	3900 North & Canyon Hills Rd	8.9	**A**	9.3	**A**
9	Canyon Hills Rd & 4050 North	10.0	**B**	10.9	**B**

Source: HCM Methodologies using Synchro Software
Control delay for unsignalized intersections shown for the worst approach only per the HCM.

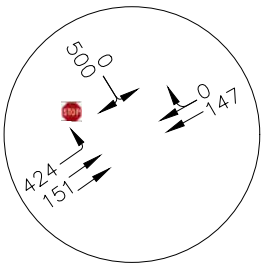
1 AM PEAK HOUR



1 PM PEAK HOUR



2 AM PEAK HOUR



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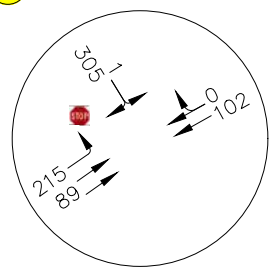
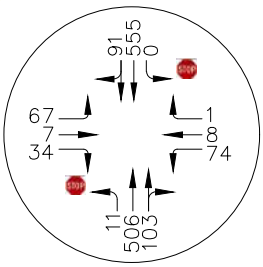
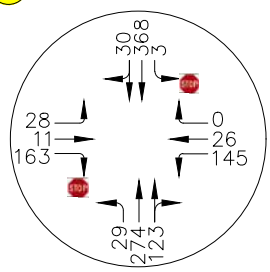


3 AM PEAK HOUR



3 PM PEAK HOUR



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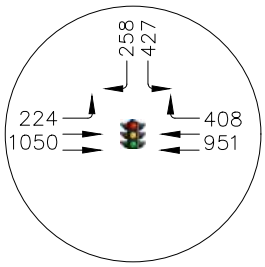
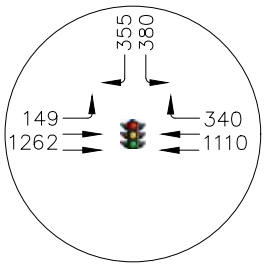


4 PM PEAK HOUR



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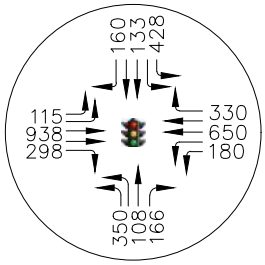
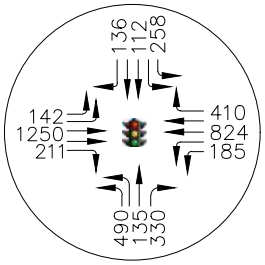


5 PM PEAK HOUR



Horrocks.
2162 WEST GROVE PARKWAY
SUITE #100
PLEASANT GROVE, UT. 84062
(801) 763-5100

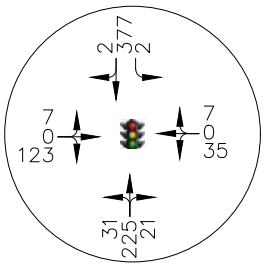
West of Micron
2050 Background plus Project with Mitigations AM & PM Peak Hour Traffic Volumes

FIGURE 18

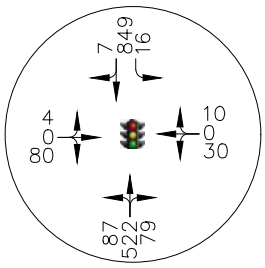
SCALE: N/A

DATE: 9/2022

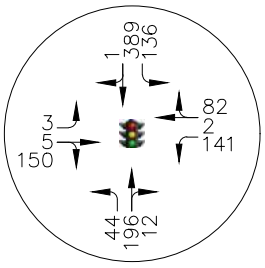
6 AM PEAK HOUR



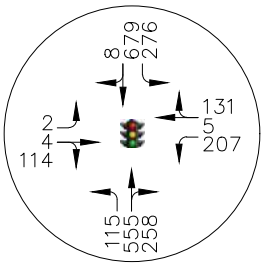
6 PM PEAK HOUR



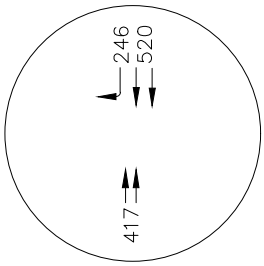
7 AM PEAK HOUR



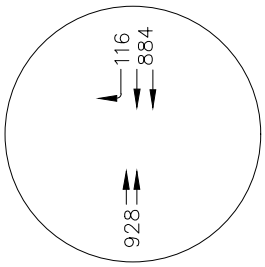
7 PM PEAK HOUR



8 AM PEAK HOUR



8 PM PEAK HOUR



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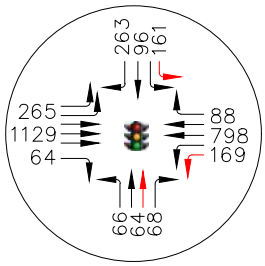
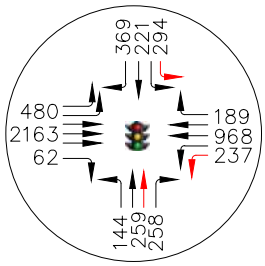
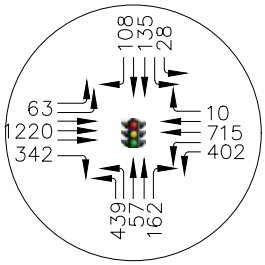


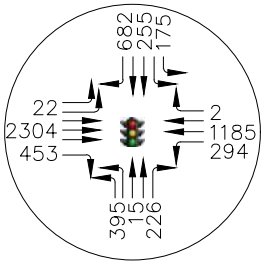
9 PM PEAK HOUR



10 AM PEAK HOUR



10 PM PEAK HOUR



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2162 WEST GROVE PARKWAY
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PLEASANT GROVE, UT. 84062
(801) 763-5100

East of Micron
2050 Background plus Project with Mitigations AM & PM Peak Hour Traffic Volumes

FIGURE 19

SCALE: N/A

DATE: 9/2022

CONCLUSIONS AND RECOMMENDATIONS

1. Existing Conditions: - All study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 29.0 sec/veh in the AM and a LOS D and a delay of 48.6 sec/veh in the PM. No recommended mitigations currently.

2. 2026 Background Conditions: - Traffic volumes were projected over five-years from 2021 to 2026 by adding a 10% growth rate to existing traffic conditions. This 10% growth rate (or 2% per year) was generated using UDOT's historic AADT counts. All study intersections perform at an acceptable LOS except for Highland Blvd & 11800 North. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 31.3 sec/veh in the AM and Highland Blvd & 11800 North with a LOS E and a delay of 39.7 sec/veh in the PM.

   Recommended Mitigations:
   - Highland Blvd & 11800 North
     - Upgrade intersection from stop control to signal
     - Modify westbound shared left/right to dedicated left and right.

   After mitigations, all study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 28.6 sec/veh in the AM, and a LOS D with a delay of 41.0 sec/veh in the PM. No recommended mitigations currently.

3. Project Trip Generation: - Horrocks estimates the proposed development to generate approximately 30,793 new external daily trips with 2,541 during the AM peak and 2,852 during the PM peak, respectively.

4. 2026 Background plus Project Conditions: - Horrocks added project traffic to the 2026 Background conditions to create 2026 Background plus Project Conditions. All study intersections perform at an acceptable LOS. The study intersection with the highest delay is 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and Center St/8000 West & SR-92 with a LOS D with a delay of 53.5 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

5. 2050 Background Conditions: - Traffic volumes were projected over thirty-years from 2021 to 2050 using the Travel Demand Model for the area. All study intersections perform at an acceptable LOS except Highland Blvd & Grant Blvd. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & Grant Blvd with a LOS F with a delay of 43.5 sec/veh in the PM. This scenario includes all previous mitigations.

   Recommended Mitigations:
   - Highland Blvd & Grant Blvd
     - Upgrade intersection from stop-control to signalized

   After mitigations, all study intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS C and a delay of 32.4 sec/veh in the AM and Highland Blvd & SR-92 with a LOS D with a delay of 44.9 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

6. 2050 Background plus Project conditions: - Horrocks added project traffic to 2050 Background conditions to create 2050 Background plus Project Conditions. All study intersections perform at an acceptable LOS except for Highland Blvd & SR-92 and 500 West & Traverse Terrace Drive. The study intersections with the highest delay are 1200 East & SR-92 with a LOS D and a delay of 52.2 sec/veh in the AM and 500 West & Traverse Terrace Drive with a LOS E and a delay of 247.6 sec/veh in the PM. This scenario includes all previous mitigations.

   Recommended Mitigations:

   - Highland Blvd & SR-92
     - Add additional westbound left-turn lane
     - Add additional southbound left-turn lane
     - Add additional thru lane for a total of 2 lanes

   With these mitigations, all intersections operate at an acceptable LOS. The study intersections with the highest delay are 1200 East & SR-92 with a LOS D and a delay 52.2 sec/veh in the AM and Center St/8000 West & SR-92 with a LOS D with a delay of 54.8 sec/veh in the PM. This scenario includes all previous mitigations. No recommended mitigations currently.

7. Safety History: - There was a total of 736 crashes on SR-2 from 2016 through 2021. The types of vehicle crashes are as follows:

   - Two fatal crashes
   - 68 Suspected minor injury crashes
   - 131 Possible injury crashes
   - 535 Property damage only crashes

HORROCKS ENGINEERS

MICRON TIS

LEHI, UT

SEPTEMBER 26, 2022

PROJECT # UT-CV-3498-21

Table of Contents

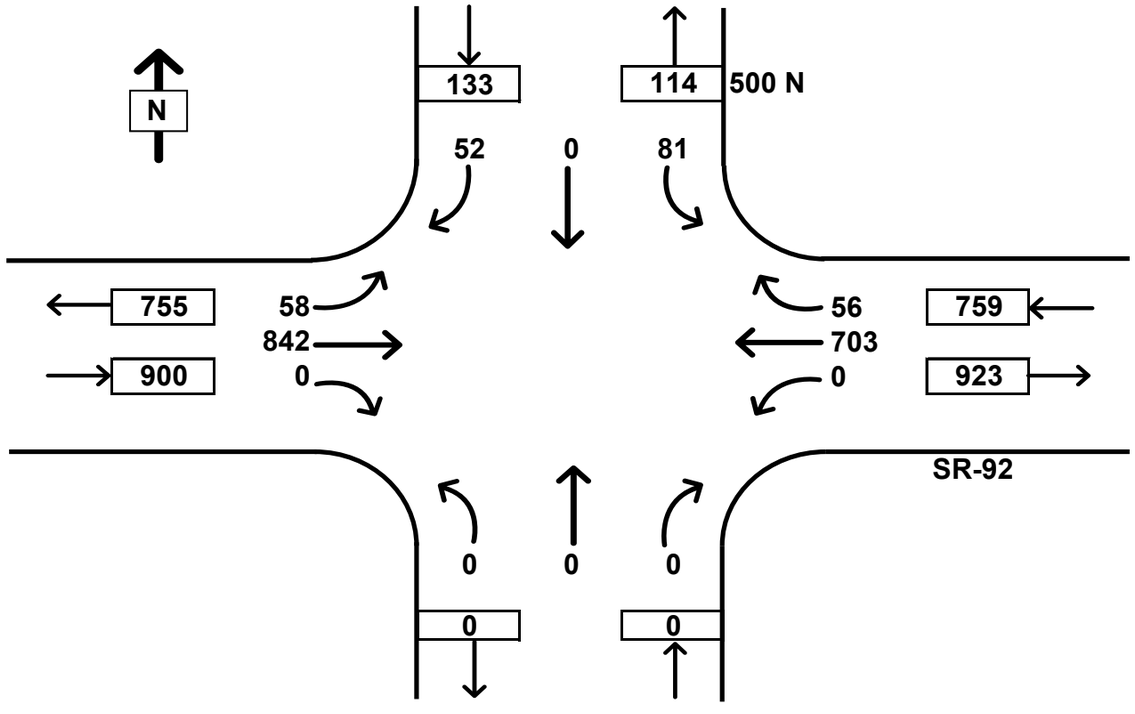
TRAFFIC COUNTS

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **500 N**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	6	0	3		0	71	10		0	0	0		13	117	0		220	
07:15 AM	07:30 AM	12	0	2		0	106	10		0	0	0		15	163	0		308	
07:30 AM	07:45 AM	23	0	10		0	135	16		0	0	0		10	256	0		450	
07:45 AM	08:00 AM	32	0	24		0	206	25		0	0	0		35	226	0		548	1526
08:00 AM	08:15 AM	18	0	15		0	192	11		0	0	0		8	185	0		429	1735
08:15 AM	08:30 AM	8	0	3		0	170	4		0	0	0		5	175	0		365	1792
08:30 AM	08:45 AM	10	0	5		0	146	6		0	0	0		11	146	0		324	1666
08:45 AM	09:00 AM	19	0	19		0	159	13		0	0	0		21	183	0		414	1532



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
81	0	52	0	703	56	0	0	0	58	842	0
133			759			0			900		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		7:30:00 AM			8:30 AM	Peak Vol:		1792	PHF:		0.82

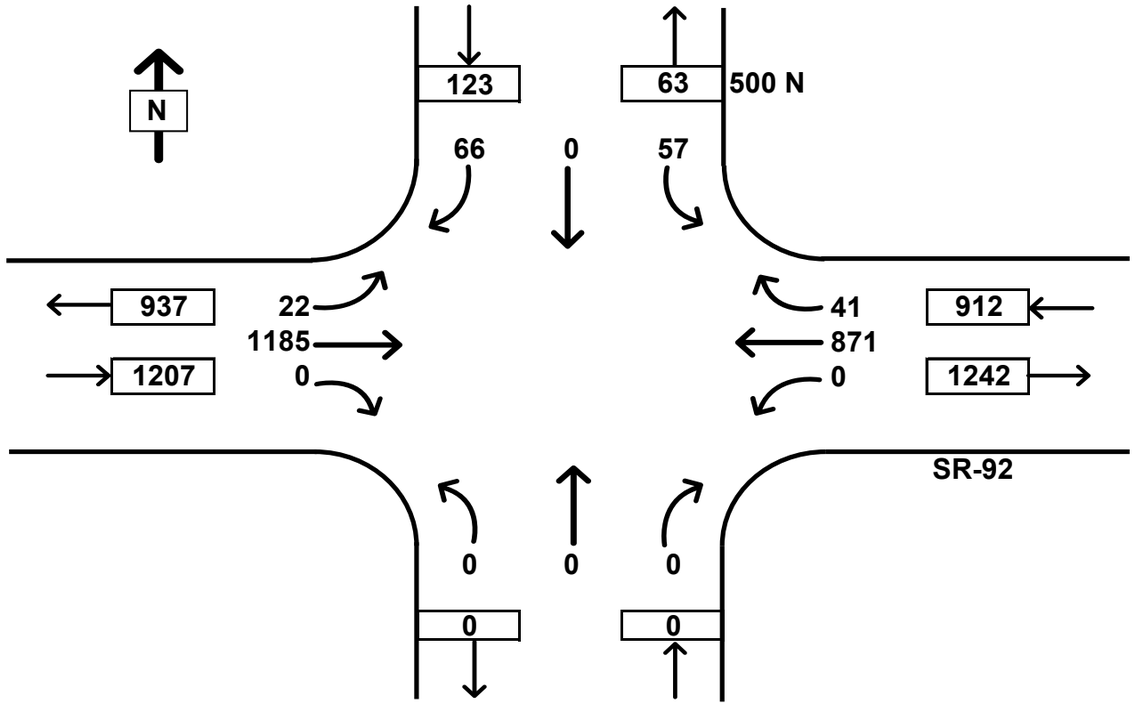
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **500 N**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	12	0	13		0	213	11		0	0	0		0	231	0		480	
04:15 PM	04:30 PM	5	0	8		0	188	5		0	0	0		3	227	0		436	
04:30 PM	04:45 PM	13	0	10		0	219	10		0	0	0		5	217	0		474	
04:45 PM	05:00 PM	17	0	15		0	193	15		0	0	0		5	318	0		563	1953
05:00 PM	05:15 PM	14	0	37		0	239	8		0	0	0		3	269	0		570	2043
05:15 PM	05:30 PM	14	0	4		0	250	8		0	0	0		9	302	0		587	2194
05:30 PM	05:45 PM	12	0	10		0	189	10		0	0	0		5	296	0		522	2242
05:45 PM	06:00 PM	14	0	7		0	179	9		0	0	0		2	283	0		494	2173



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
57	0	66	0	871	41	0	0	0	22	1185	0
123			912			0			1207		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		4:45:00 PM			5:45 PM	Peak Vol:		2242	PHF:		0.95

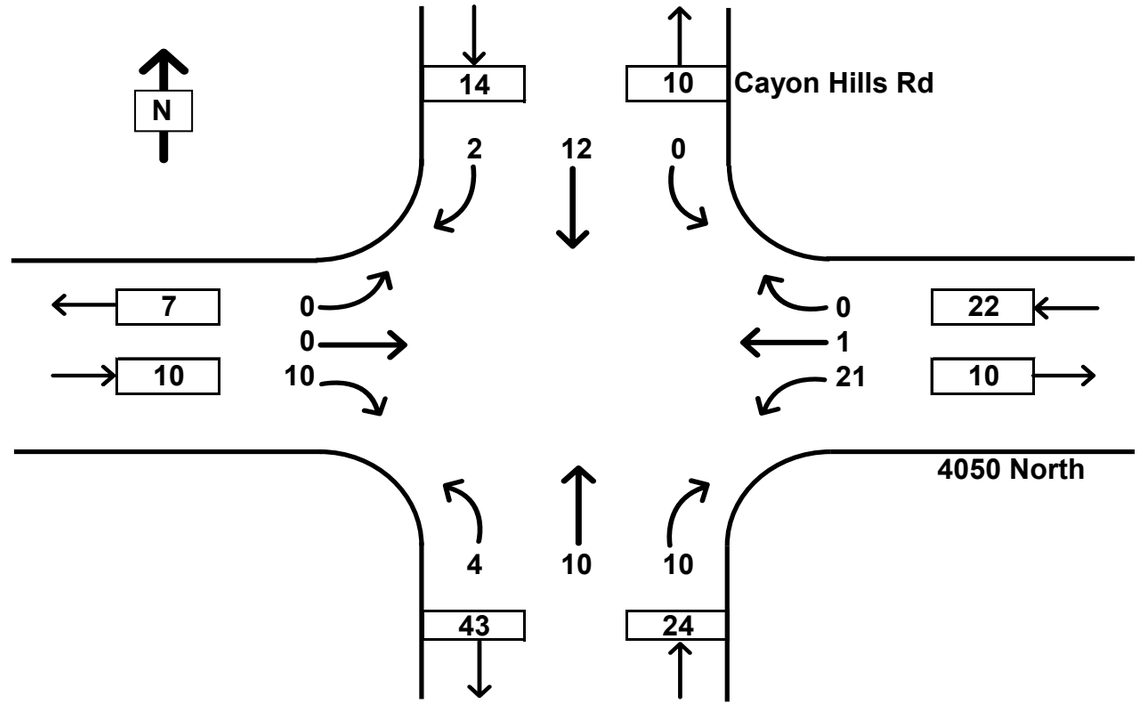
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Cayon Hills Rd**
E-W Street: **4050 North**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	2	0	1	5	0	0	0	0	2	3	0	0	0	1	0	13	
07:15 AM	07:30 AM	0	2	0	1	1	0	0	0	0	1	0	1	0	0	1	0	5	
07:30 AM	07:45 AM	0	5	0	1	5	0	0	2	1	3	0	10	0	0	2	9	16	
07:45 AM	08:00 AM	0	3	1	0	9	0	0	3	2	6	4	0	0	0	5	0	30	64
08:00 AM	08:15 AM	0	3	1	0	5	0	0	0	1	1	2	0	0	0	2	0	15	66
08:15 AM	08:30 AM	0	1	0	0	2	1	0	0	0	0	4	0	0	0	1	0	9	70
08:30 AM	08:45 AM	0	4	0	0	5	0	0	2	0	4	2	0	0	0	0	2	15	69
08:45 AM	09:00 AM	0	9	0	0	7	0	0	0	1	8	1	0	0	0	4	0	30	69



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	12	2	21	1	0	4	10	10	0	0	10
14			22			24			10		
Trucks:		7%	**Trucks:**		23%	**Trucks:**		42%	**Trucks:**		90%
Peak Hour:		7:30:00 AM			8:30 AM	**Peak Vol:**		70	**PHF:**		0.58

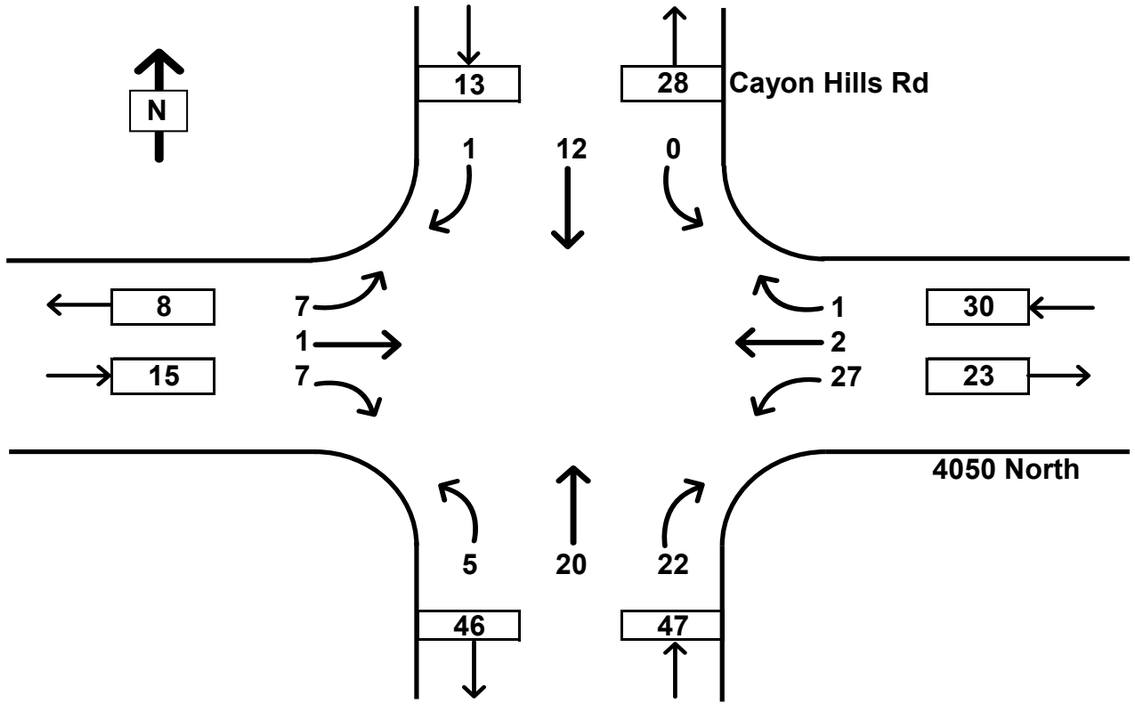
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Cayon Hills Rd**
E-W Street: **4050 North**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	0	2	0	0	3	0	0	0	0	6	1	0	0	1	0	0	13	
04:15 PM	04:30 PM	1	2	1	0	2	0	0	0	0	7	0	0	0	0	0	0	13	
04:30 PM	04:45 PM	0	2	0	0	6	0	0	0	3	3	3	0	0	0	2	0	19	
04:45 PM	05:00 PM	0	1	0	1	9	0	0	0	1	6	5	0	0	0	2	0	24	69
05:00 PM	05:15 PM	0	3	0	0	7	0	0	0	1	5	4	0	0	0	1	0	21	77
05:15 PM	05:30 PM	0	3	0	0	3	1	1	0	2	4	7	0	1	0	3	0	25	89
05:30 PM	05:45 PM	0	5	1	0	8	1	0	0	1	5	6	0	6	1	1	0	35	105
05:45 PM	06:00 PM	0	2	0	0	9	1	0	0	0	2	1	0	0	0	1	0	16	97



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	12	1	27	2	1	5	20	22	7	1	7
13			30			47			15		
Trucks:		8%	**Trucks:**		0%	**Trucks:**		0%	**Trucks:**		0%
Peak Hour:		4:45:00 PM			5:45 PM	**Peak Vol:**		105	**PHF:**		0.75

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

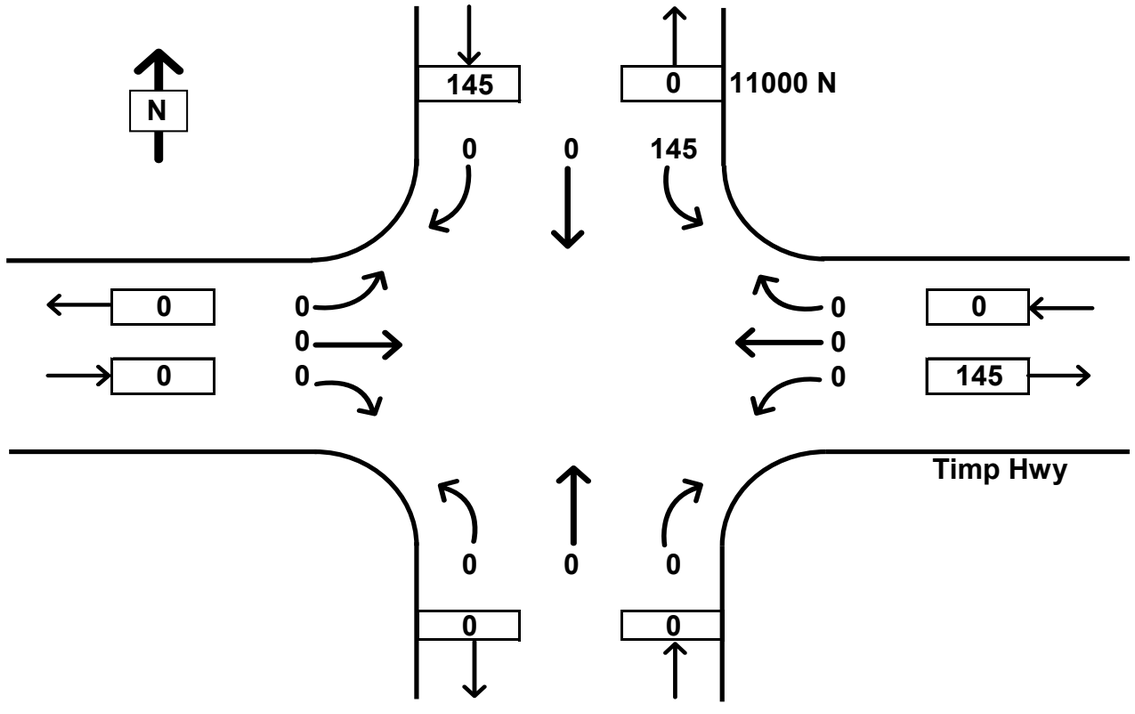
TRAFFIC COUNT SUMMARY

City: **Micron**
N-S Street: **11000 N**
Date: **Tuesday, May 11, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

E-W Street: **Timp Hwy**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	30	0	0	0													30	
07:15 AM	07:30 AM	31	0	0	0													31	
07:30 AM	07:45 AM	25	0	0	0													25	
07:45 AM	08:00 AM	36	0	0	0													36	122
08:00 AM	08:15 AM	29	0	0	0													29	121
08:15 AM	08:30 AM	33	0	0	0													33	123
08:30 AM	08:45 AM	40	0	0	0													40	138
08:45 AM	09:00 AM	43	0	0	0													43	145



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
145	0	0	0	0	0	0	0	0	0	0	0
145			0			0			0		
Trucks:		0%	**Trucks:**		0%	**Trucks:**		0%	**Trucks:**		0%
Peak Hour:		8:00:00 AM			9:00 AM	**Peak Vol:**		145	**PHF:**		0.84

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

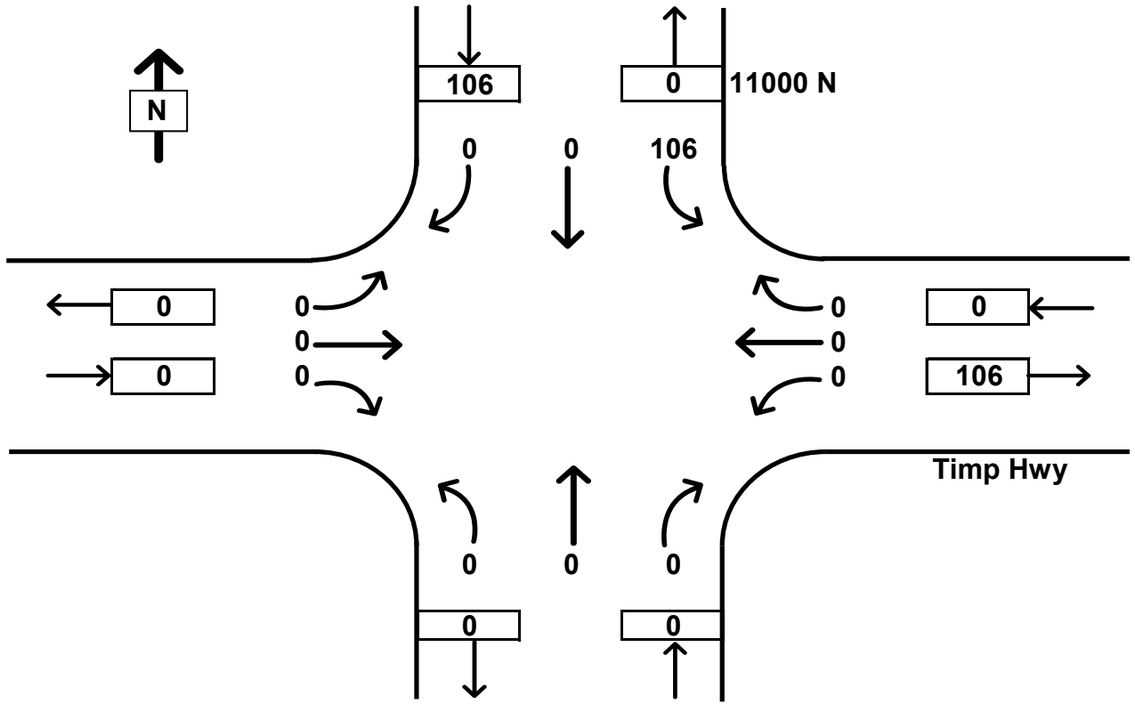
TRAFFIC COUNT SUMMARY

City: **Micron**
N-S Street: **11000 N**
Date: **Tuesday, May 11, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

E-W Street: **Timp Hwy**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	24	0	0	0													24	
04:15 PM	04:30 PM	26	0	0	0													26	
04:30 PM	04:45 PM	27	0	0	0													27	
04:45 PM	05:00 PM	25	0	0	0													25	102
05:00 PM	05:15 PM	28	0	0	0													28	106
05:15 PM	05:30 PM	22	0	0	0													22	102
05:30 PM	05:45 PM	29	0	0	0													29	104
05:45 PM	06:00 PM	26	0	0	0													26	105



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
106	0	0	0	0	0	0	0	0	0	0	0
106			0			0			0		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		4:15:00 PM			5:15 PM	Peak Vol:		106	PHF:		0.95

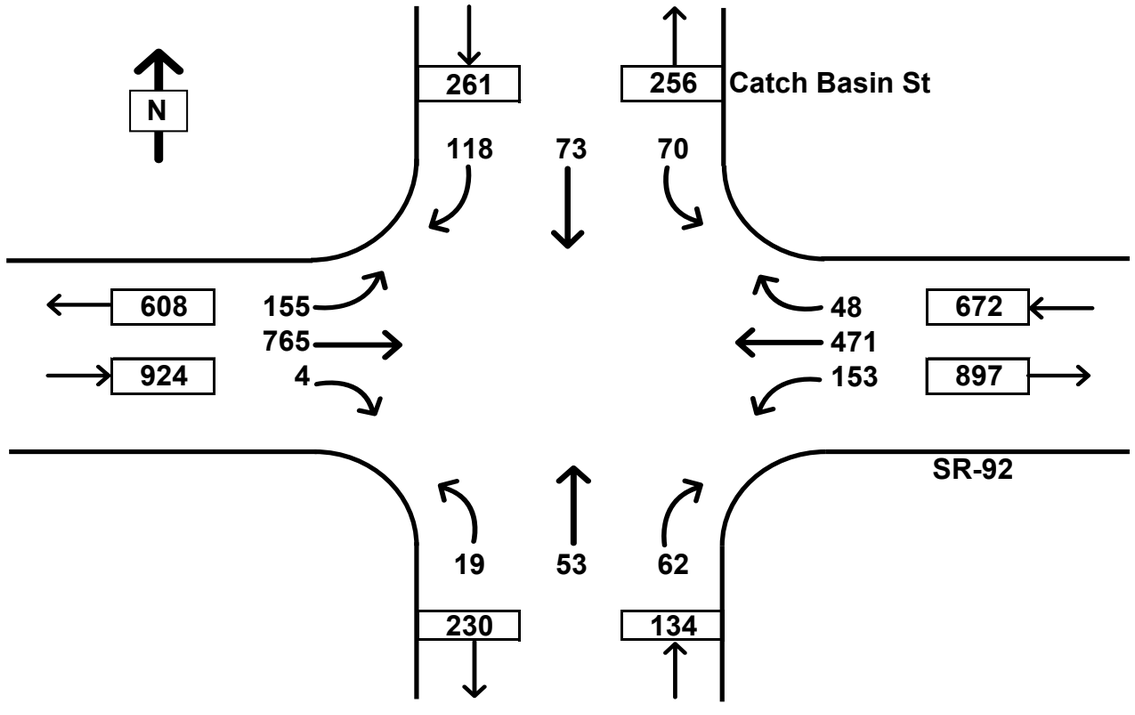
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Catch Basin St**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	22	13	13		25	48	8		2	4	14		17	125	2		293	
07:15 AM	07:30 AM	41	23	16		29	64	9		1	10	19		22	157	0		391	
07:30 AM	07:45 AM	30	20	36		24	105	22		1	3	15		35	163	1		455	
07:45 AM	08:00 AM	24	19	30		33	138	17		3	10	17		33	209	3		536	1675
08:00 AM	08:15 AM	8	16	34		44	128	15		3	11	12		50	197	0		518	1900
08:15 AM	08:30 AM	20	14	26		31	103	7		0	17	19		35	183	1		456	1965
08:30 AM	08:45 AM	21	22	24		40	109	14		9	15	15		19	164	2		454	1964
08:45 AM	09:00 AM	21	21	34		38	131	12		7	10	16		51	221	1		563	1991



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
70	73	118	153	471	48	19	53	62	155	765	4
261			672			134			924		
Trucks:		0%	**Trucks:**		0%	**Trucks:**		0%	**Trucks:**		0%
Peak Hour:		8:00:00 AM			9:00 AM	**Peak Vol:**		1991	**PHF:**		0.88

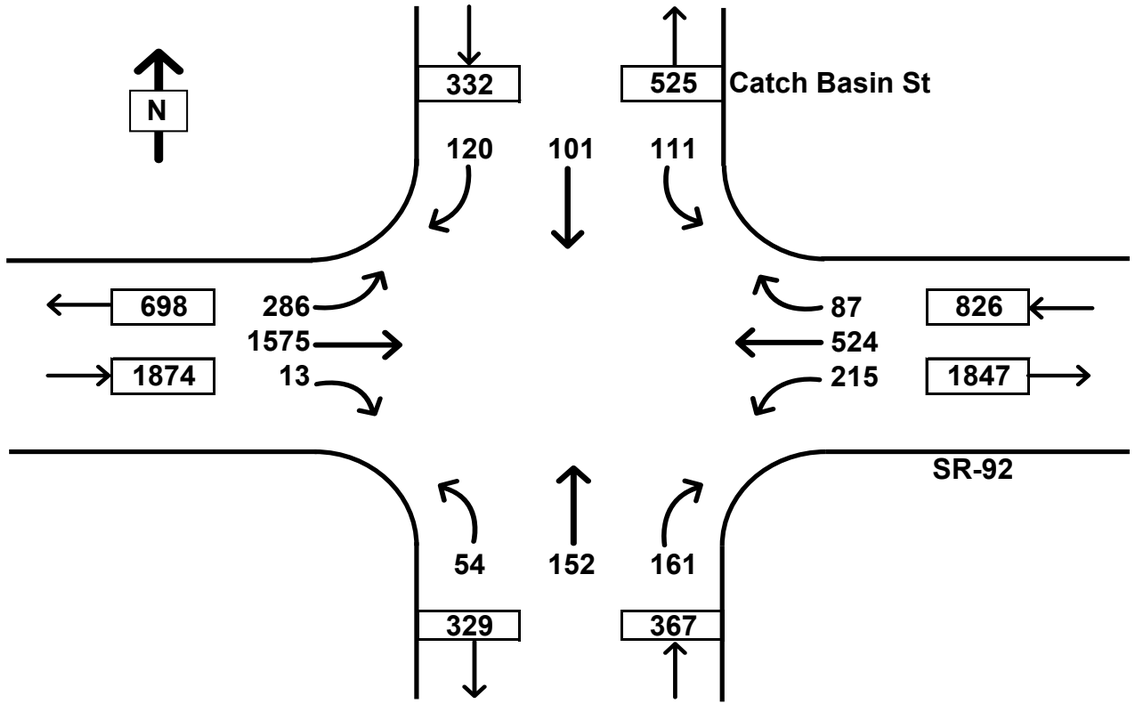
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Catch Basin St**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	16	22	29		47	126	19		10	18	33		78	367	5		770	
04:15 PM	04:30 PM	23	24	27		51	150	13		9	27	33		49	289	4		699	
04:30 PM	04:45 PM	20	29	23		59	126	24		10	30	45		62	391	1		820	
04:45 PM	05:00 PM	27	23	46		47	104	16		11	34	48		59	364	2		781	3070
05:00 PM	05:15 PM	28	17	27		58	129	24		18	68	43		79	373	4		868	3168
05:15 PM	05:30 PM	21	27	38		46	160	22		11	32	35		67	368	3		830	3299
05:30 PM	05:45 PM	22	26	30		42	114	25		10	20	34		85	434	5		847	3326
05:45 PM	06:00 PM	40	31	25		69	121	16		15	32	49		55	400	1		854	3399



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
111	101	120	215	524	87	54	152	161	286	1575	13
332			826			367			1874		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		5:00:00 PM			6:00 PM	Peak Vol:		3399	PHF:		0.98

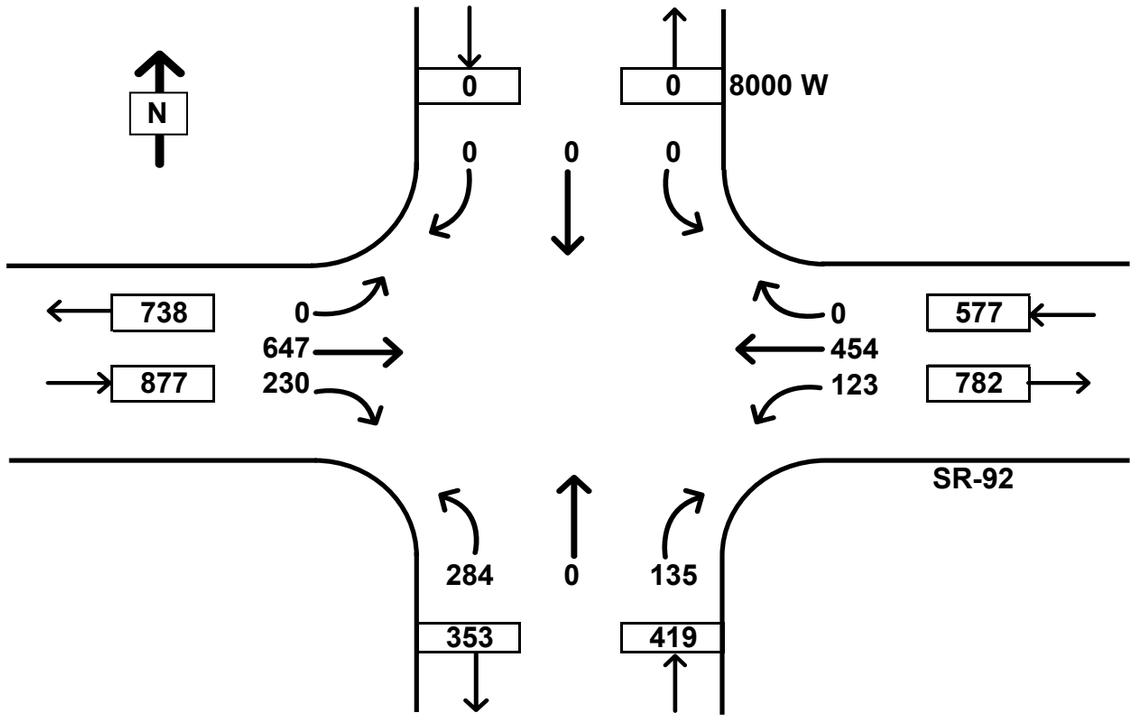
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **8000 W**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	0	0	0	14	58	0	0	25	0	22	0	0	98	13	0	230	
07:15 AM	07:30 AM	0	0	0	0	18	60	0	0	43	0	35	0	0	99	59	0	314	
07:30 AM	07:45 AM	0	0	0	0	42	82	0	0	80	0	41	0	0	140	111	0	496	
07:45 AM	08:00 AM	0	0	0	0	32	127	0	0	91	0	42	0	0	199	61	0	552	1592
08:00 AM	08:15 AM	0	0	0	0	27	128	0	0	65	0	32	0	0	161	38	0	451	1813
08:15 AM	08:30 AM	0	0	0	0	22	117	0	0	48	0	20	0	0	147	20	0	374	1873
08:30 AM	08:45 AM	0	0	0	0	26	116	0	0	35	0	25	0	0	128	18	0	348	1725
08:45 AM	09:00 AM	0	0	0	0	26	100	0	0	50	0	34	0	0	150	27	0	387	1560



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	123	454	0	284	0	135	0	647	230
0			577			419			877		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%

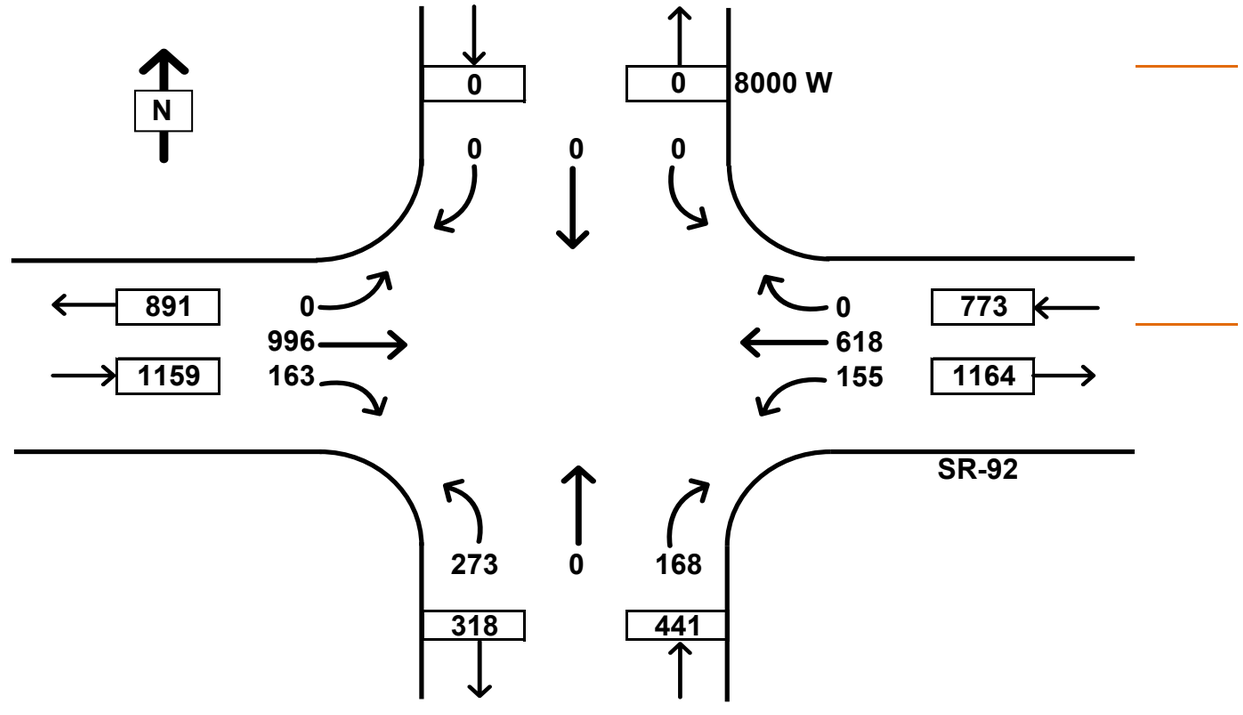
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **8000 W**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	0	0	0	0	29	161	0	0	54	0	38	0	0	228	25	0	535	
04:15 PM	04:30 PM	0	0	0	0	38	158	0	0	41	0	30	0	0	186	27	0	480	
04:30 PM	04:45 PM	0	0	0	0	26	184	0	0	50	0	50	0	0	211	31	0	552	
04:45 PM	05:00 PM	0	0	0	0	29	127	0	0	73	0	44	0	0	259	42	0	574	2141
05:00 PM	05:15 PM	0	0	0	0	33	186	0	0	55	0	28	0	0	244	39	0	585	2191
05:15 PM	05:30 PM	0	0	0	0	53	182	0	0	80	0	48	0	0	233	41	0	637	2348
05:30 PM	05:45 PM	0	0	0	0	40	123	0	0	65	0	48	0	0	260	41	0	577	2373
05:45 PM	06:00 PM	0	0	0	0	47	131	0	0	49	0	33	0	0	203	26	0	489	2288



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	155	618	0	273	0	168	0	996	163
0			773			441			1159		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		4:45:00 PM			5:45 PM	Peak Vol:		2373	PHF:		0.93

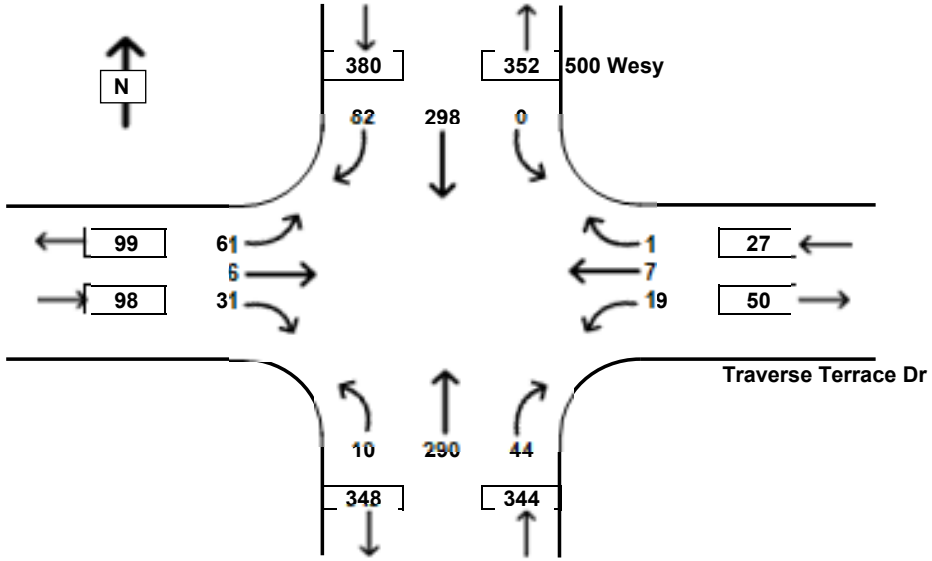
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **500 Wesy**
E-W Street: **Traverse Terrace Dr**
Date: **Wednesday, September 7, 2022**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	1	4	0	0	1	0	0	0	2	6	24	0	1	2	4	0	45	
07:15 AM	07:30 AM	0	4	1	3	5	3	0	0	1	17	28	0	0	1	6	0	66	
07:30 AM	07:45 AM	0	16	0	11	7	2	0	0	3	45	22	0	10	0	8	0	113	
07:45 AM	08:00 AM	0	96	20	70	0	0	0	0	4	122	2	0	24	1	9	3	278	502
08:00 AM	08:15 AM	0	134	52	35	0	0	0	0	3	106	12	0	24	1	11	1	343	800
08:15 AM	08:30 AM	0	52	10	1	12	5	1	0	0	17	8	0	3	4	3	0	115	849
08:30 AM	08:45 AM	0	8	3	1	4	4	0	0	1	18	5	0	11	3	5	0	62	798
08:45 AM	09:00 AM	1	56	20	0	7	1	2	0	1	56	10	0	46	0	1	0	201	721



ADJUSTED PEAK HOUR TRAFFIC VOLUMES												
Southbound			Westbound			Northbound			Eastbound			
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
0	298	82	19	7	1	10	290	44	61	6	31	
380			27			344			98			
Trucks:		5%	Trucks:		7%	Trucks:		6%	Trucks:		0%	
Peak Hour:		7:30:00 AM			8:30 AM	Peak Vol:		849	Intersection PHF:		0.62	

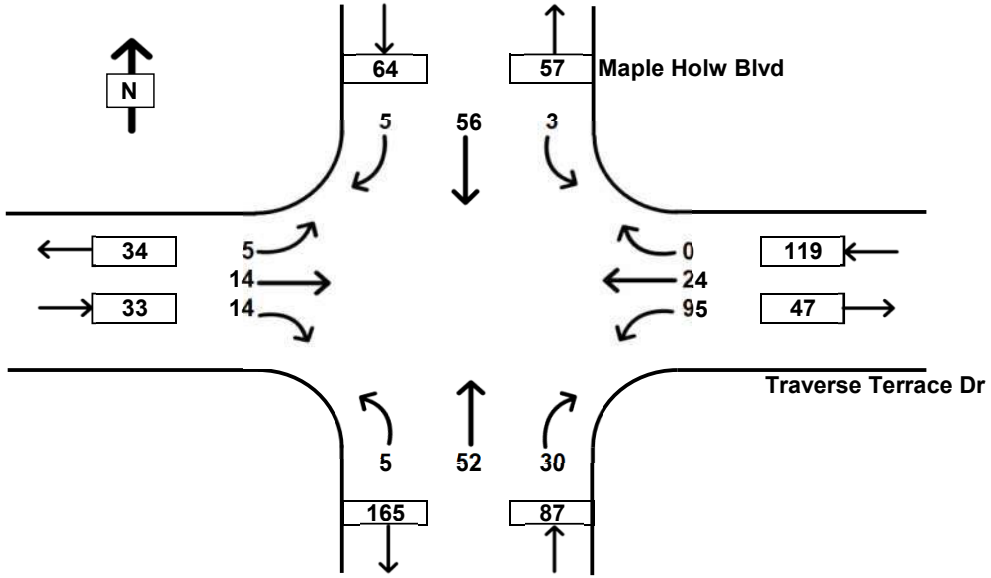
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Highland**
N-S Street: **Maple Holw Blvd**
E-W Street: **Traverse Terrace Dr**
Date: **Tuesday, September 6, 2022**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	2	24	1	2	58	19	0	0	1	11	17	0	1	7	6	0	147	
04:15 PM	04:30 PM	0	11	0	1	18	2	0	0	2	9	4	0	0	4	3	0	53	
04:30 PM	04:45 PM	0	9	2	0	10	1	0	0	1	13	4	0	0	2	1	0	43	
04:45 PM	05:00 PM	1	12	2	0	9	2	0	0	1	19	5	0	4	1	4	0	60	303
05:00 PM	05:15 PM	0	12	5	0	4	0	1	0	6	16	2	0	5	1	8	0	60	216
05:15 PM	05:30 PM	1	17	1	2	5	2	0	0	3	15	9	0	2	9	4	0	68	231
05:30 PM	05:45 PM	1	11	4	0	3	3	0	0	4	14	12	0	2	2	7	0	63	251
05:45 PM	06:00 PM	2	12	2	0	10	1	0	0	3	21	13	0	5	3	2	0	74	265



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3	56	5	95	24	0	5	52	30	5	14	14
64			119			87			33		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		4:00:00 PM			5:00 PM	Peak Vol:		303	PHF:		0.52

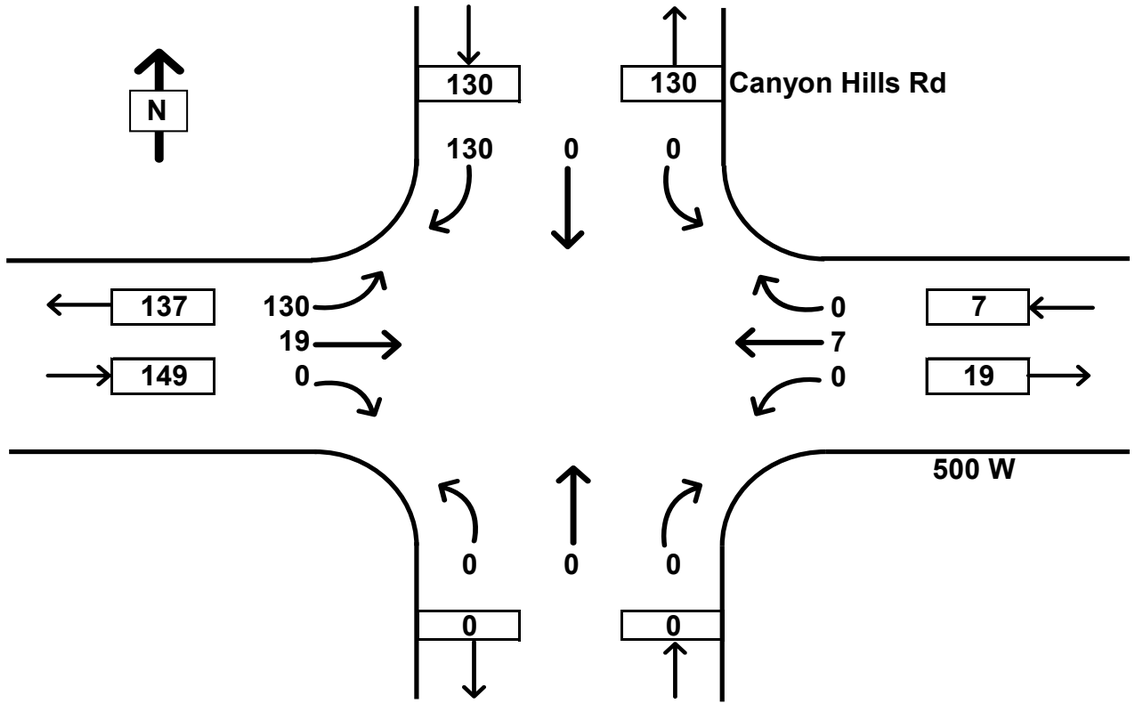
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Micron**
N-S Street: **Canyon Hills Rd**
E-W Street: **500 W**
Date: **Wednesday, May 12, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	0	3	0	0	0	0	0					5	7	0	0	15	
07:15 AM	07:30 AM	0	0	6	0	0	0	0	0					8	10	0	0	24	
07:30 AM	07:45 AM	0	0	20	0	0	3	0	0					34	3	0	0	60	
07:45 AM	08:00 AM	0	0	71	0	0	4	0	0					73	5	0	0	153	252
08:00 AM	08:15 AM	0	0	33	0	0	0	0	0					15	1	0	0	49	286
08:15 AM	08:30 AM	0	0	7	0	0	0	0	0					4	6	0	0	17	279
08:30 AM	08:45 AM	0	0	4	0	0	0	0	0					5	2	0	0	11	230
08:45 AM	09:00 AM	4	0	23	0	0	5	4	0					21	13	0	0	70	147
		1	0	0	0	1	0	0	0					0	0	1	0		



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	130	0	7	0	0	0	0	130	19	0
130			7			0			149		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		7:15:00 AM			8:15 AM	Peak Vol:		286	PHF:		0.47

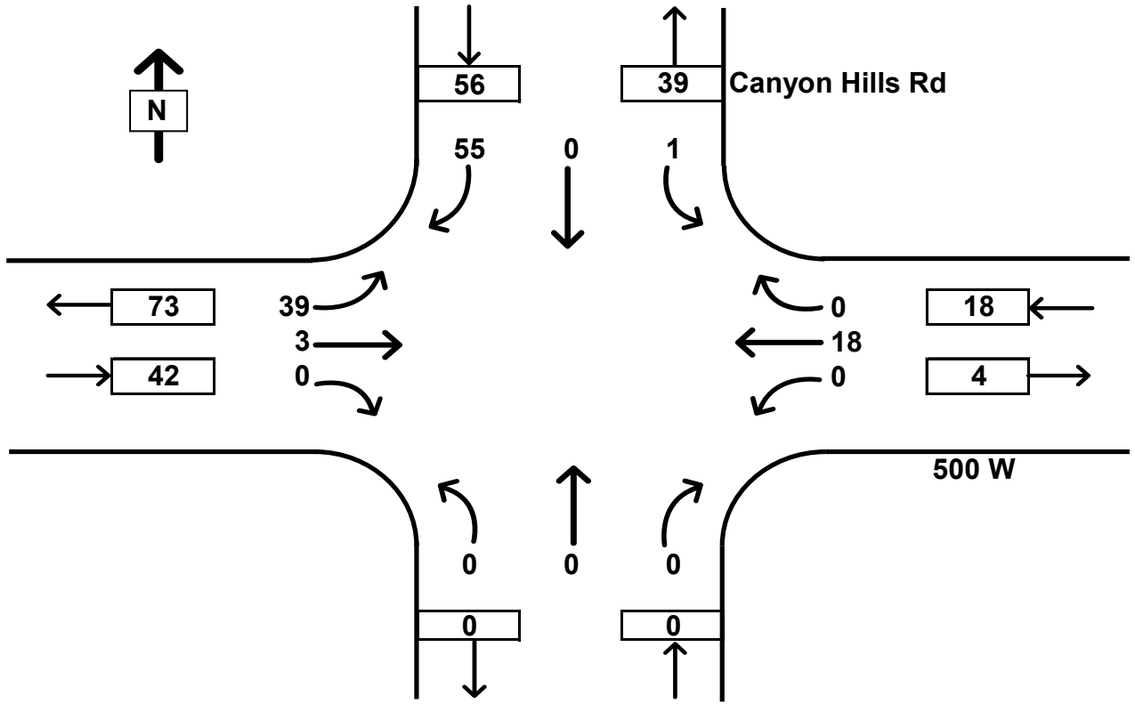
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Micron**
N-S Street: **Canyon Hills Rd**
E-W Street: **500 W**
Date: **Wednesday, May 12, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	0	0	20	0	0	6	0						7	0	0	0	33	
04:15 PM	04:30 PM	0	0	8	0	0	7	0						10	0	0	0	25	
04:30 PM	04:45 PM	0	0	13	0	0	2	0						11	2	0	0	28	
04:45 PM	05:00 PM	1	0	14	0	0	3	0						11	1	0	0	30	116
05:00 PM	05:15 PM	0	0	8	0	0	2	0						20	0	0	0	30	113
05:15 PM	05:30 PM	0	0	3	0	0	1	0						10	0	0	0	14	102
05:30 PM	05:45 PM	0	0	13	0	0	0	0						6	0	0	0	19	93
05:45 PM	06:00 PM	0	0	9	0	0	2	0						9	1	0	0	21	84
		0	0	0	0	0	0	0											



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	0	55	0	18	0	0	0	0	39	3	0
56			18			0			42		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		4:00:00 PM			5:00 PM	Peak Vol:		116	PHF:		0.88

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

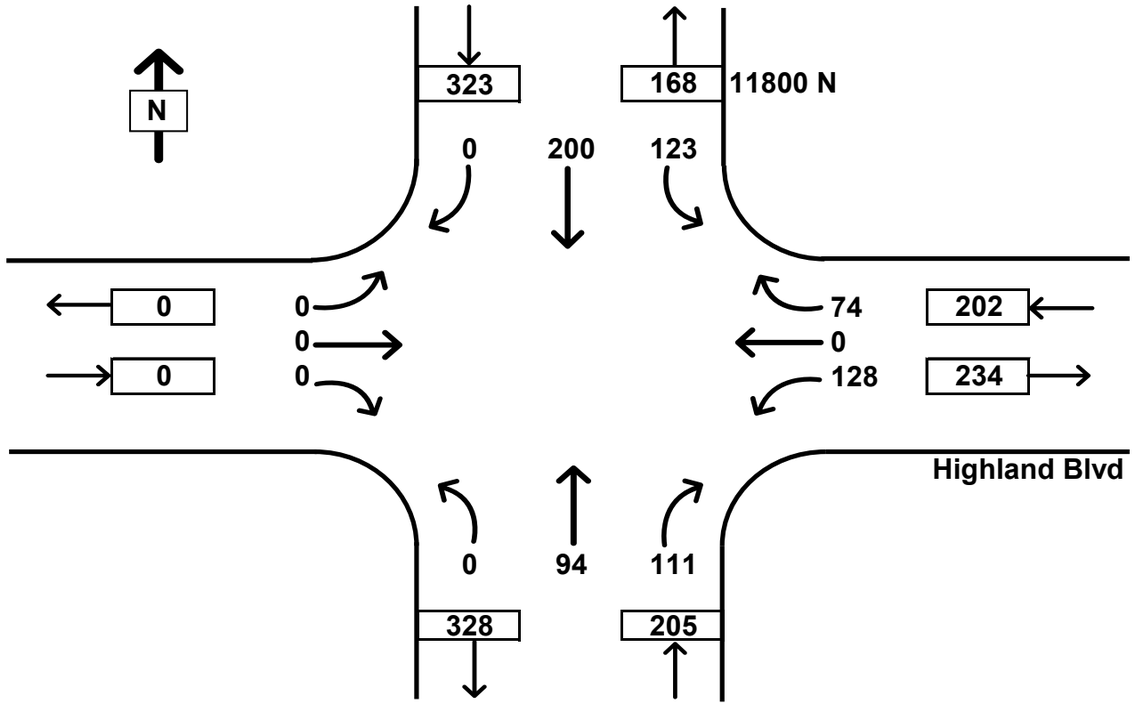
TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **11800 N**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

E-W Street: **Highland Blvd**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	8	36	0		27	0	6		0	11	10		0	0	0		98	
07:15 AM	07:30 AM	16	53	0		27	0	7		0	15	28		0	0	0		146	
07:30 AM	07:45 AM	30	56	0		33	0	5		0	23	26		0	0	0		173	
07:45 AM	08:00 AM	45	57	0		32	0	25		0	24	40		0	0	0		223	640
08:00 AM	08:15 AM	25	36	0		38	0	20		0	22	23		0	0	0		164	706
08:15 AM	08:30 AM	23	51	0		25	0	24		0	25	22		0	0	0		170	730
08:30 AM	08:45 AM	15	45	0		29	0	11		0	22	18		0	0	0		140	697
08:45 AM	09:00 AM	25	48	0		37	0	9		0	34	31		0	0	0		184	658



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
123	200	0	128	0	74	0	94	111	0	0	0
323			202			205			0		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		7:30:00 AM			8:30 AM	Peak Vol:		730	PHF:		0.82

OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

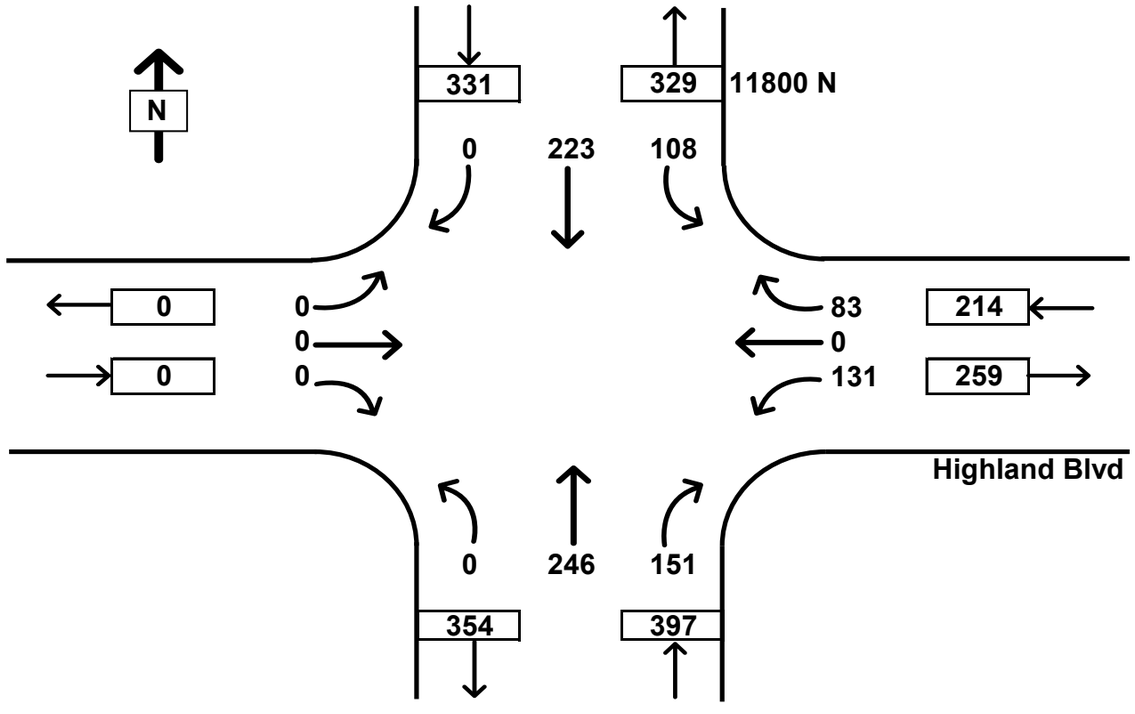
TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **11800 N**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

E-W Street: **Highland Blvd**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	18	46	0		31	0	15		0	51	29		0	0	0		190	
04:15 PM	04:30 PM	23	43	0		33	0	17		0	57	23		0	0	0		196	
04:30 PM	04:45 PM	20	43	0		43	0	15		0	51	33		0	0	0		205	
04:45 PM	05:00 PM	28	65	0		23	0	21		0	49	27		0	0	0		213	804
05:00 PM	05:15 PM	25	50	0		33	0	23		0	64	35		0	0	0		230	844
05:15 PM	05:30 PM	28	53	0		35	0	27		0	68	37		0	0	0		248	896
05:30 PM	05:45 PM	22	62	0		27	0	21		0	59	44		0	0	0		235	926
05:45 PM	06:00 PM	33	58	0		36	0	12		0	55	35		0	0	0		229	942



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
108	223	0	131	0	83	0	246	151	0	0	0
331			214			397			0		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		5:00:00 PM			6:00 PM	Peak Vol:		942	PHF:		0.95

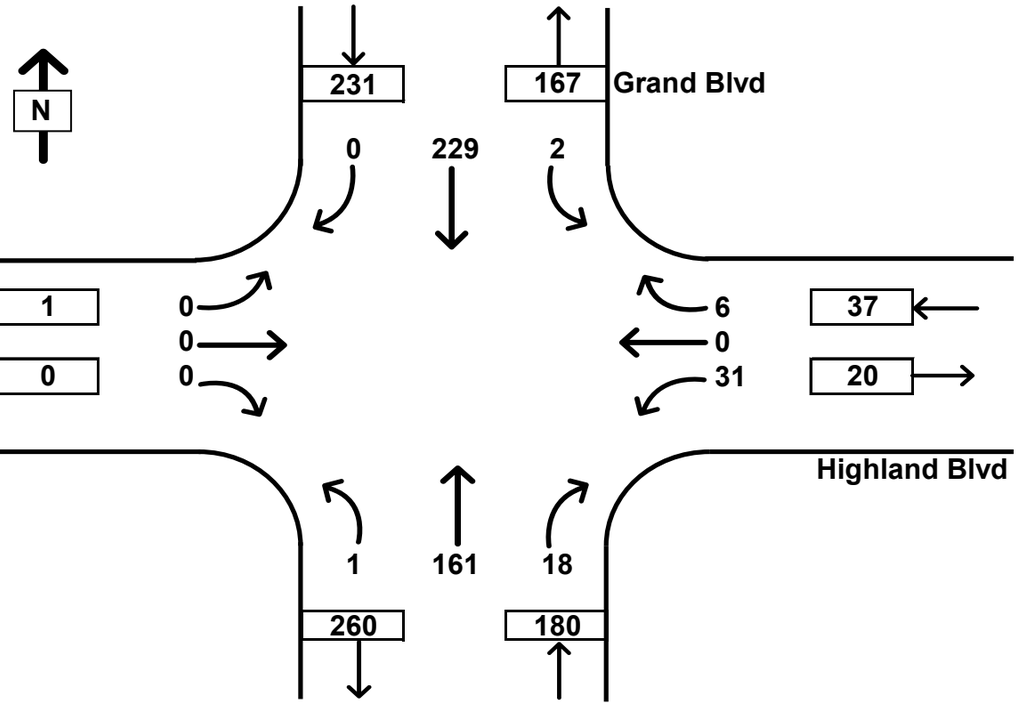
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Grand Blvd**
E-W Street: **Highland Blvd**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM	0	19	0	0	7	0	1	2	0	11	5	0	0	0	0	0	43	
07:15 AM	07:30 AM	0	31	0	0	6	0	0	0	0	25	2	0	0	0	0	0	64	
07:30 AM	07:45 AM	1	56	0	0	5	0	0	0	0	24	4	0	0	0	0	0	90	
07:45 AM	08:00 AM	0	82	0	0	6	0	1	2	0	55	5	0	0	0	0	9	149	346
08:00 AM	08:15 AM	0	56	0	0	9	0	2	0	1	41	5	0	0	0	0	0	114	417
08:15 AM	08:30 AM	1	41	0	0	12	0	3	0	0	27	5	0	0	0	0	0	89	442
08:30 AM	08:45 AM	1	50	0	0	4	0	0	1	0	38	3	0	0	0	0	0	96	448
08:45 AM	09:00 AM	3	63	0	0	16	0	3	1	0	34	7	0	0	0	0	0	126	425



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2	229	0	31	0	6	1	161	18	0	0	0
231			37			180			0		
Trucks:		0%	Trucks:		8%	Trucks:		0%	Trucks:		0%
Peak Hour:		7:45:00 AM			8:45 AM	Peak Vol:		448	PHF:		0.75

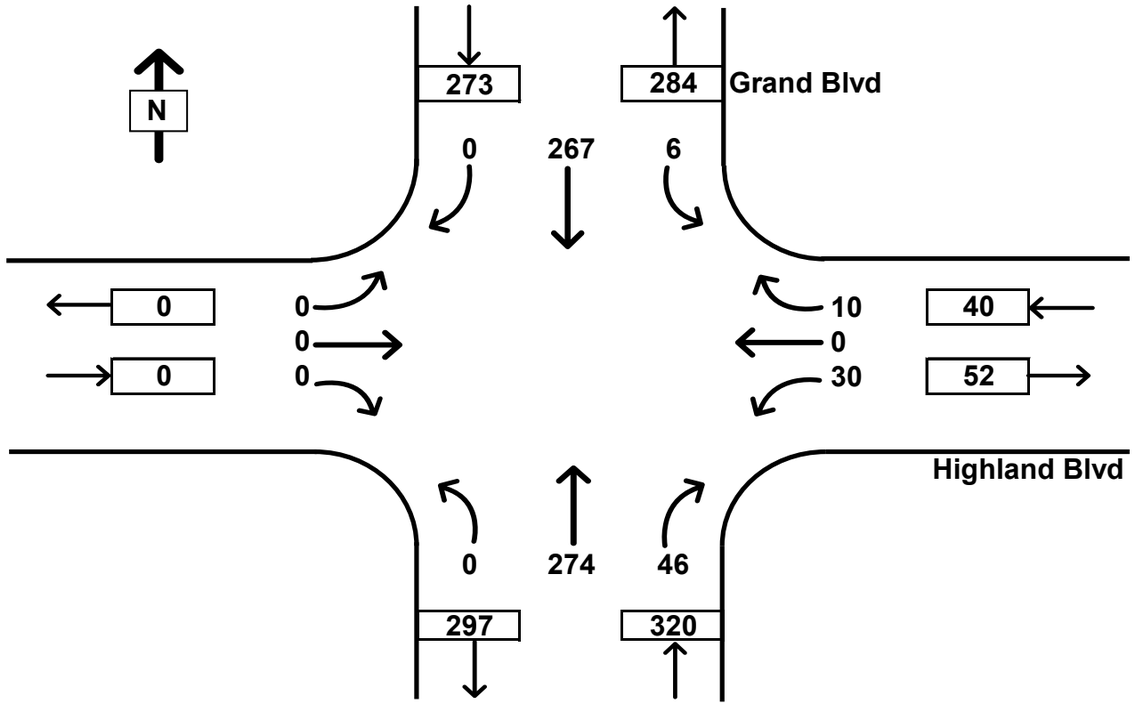
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **Grand Blvd**
E-W Street: **Highland Blvd**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM	2	52	0	0	10	0	1	0	0	54	15	0	0	2	0	0	136	
04:15 PM	04:30 PM	2	62	0	0	12	0	1	0	0	61	15	0	0	0	0	0	153	
04:30 PM	04:45 PM	3	47	0	0	7	0	1	0	0	59	7	0	0	0	0	0	124	
04:45 PM	05:00 PM	1	66	0	0	8	0	2	0	0	56	8	0	0	0	0	0	141	554
05:00 PM	05:15 PM	0	58	0	0	9	0	3	0	0	67	11	0	0	0	0	0	148	566
05:15 PM	05:30 PM	5	73	0	0	7	0	2	0	0	71	10	0	0	0	0	0	168	581
05:30 PM	05:45 PM	0	59	0	0	12	0	2	0	0	78	11	0	0	0	0	0	162	619
05:45 PM	06:00 PM	1	77	0	0	2	0	3	0	0	58	14	0	0	0	0	0	155	633



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6	267	0	30	0	10	0	274	46	0	0	0
273			40			320			0		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		5:00:00 PM			6:00 PM	Peak Vol:		633	PHF:		0.94

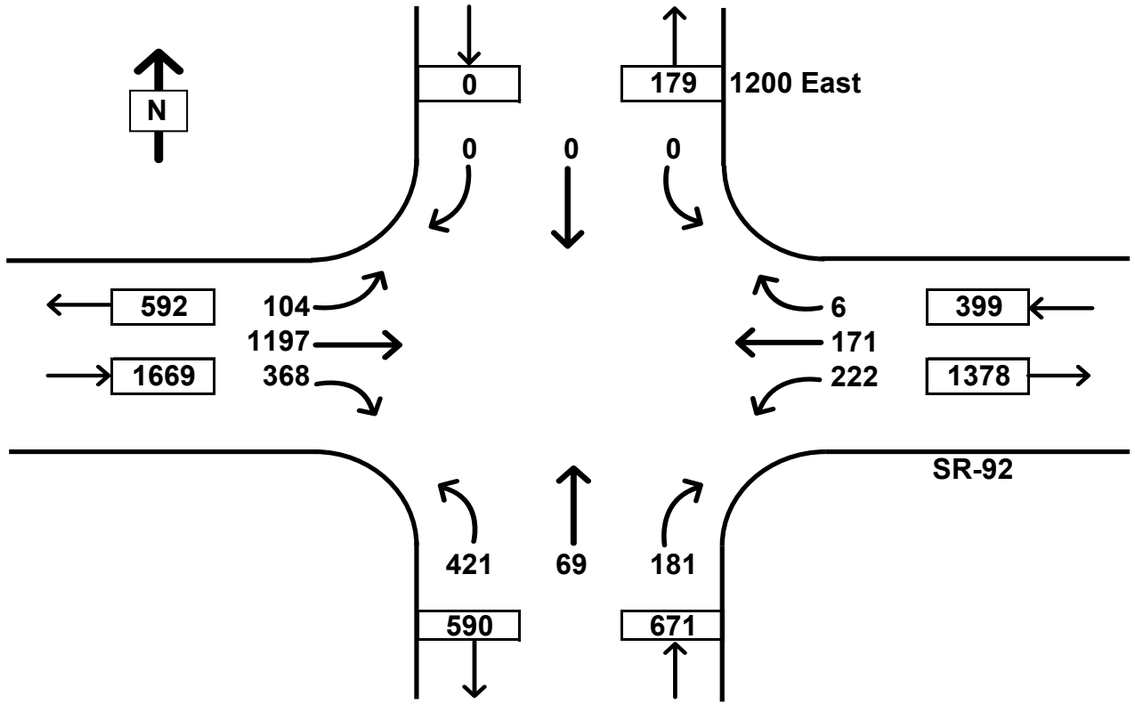
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **1200 East**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **07:00 AM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
07:00 AM	07:15 AM																	0	
07:15 AM	07:30 AM																	0	
07:30 AM	07:45 AM																	0	
07:45 AM	08:00 AM																	0	0
08:00 AM	08:15 AM																	0	0
08:15 AM	08:30 AM																	0	0
08:30 AM	08:45 AM																	0	0
08:45 AM	09:00 AM																	0	0



ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	222	171	6	421	69	181	104	1197	368
0			399			671			1669		
Trucks:		0%	**Trucks:**		0%	**Trucks:**		0%	**Trucks:**		0%
Peak Hour:		12:00:00 AM			1:00 AM	**Peak Vol:**		2739	**PHF:**		#DIV/0!

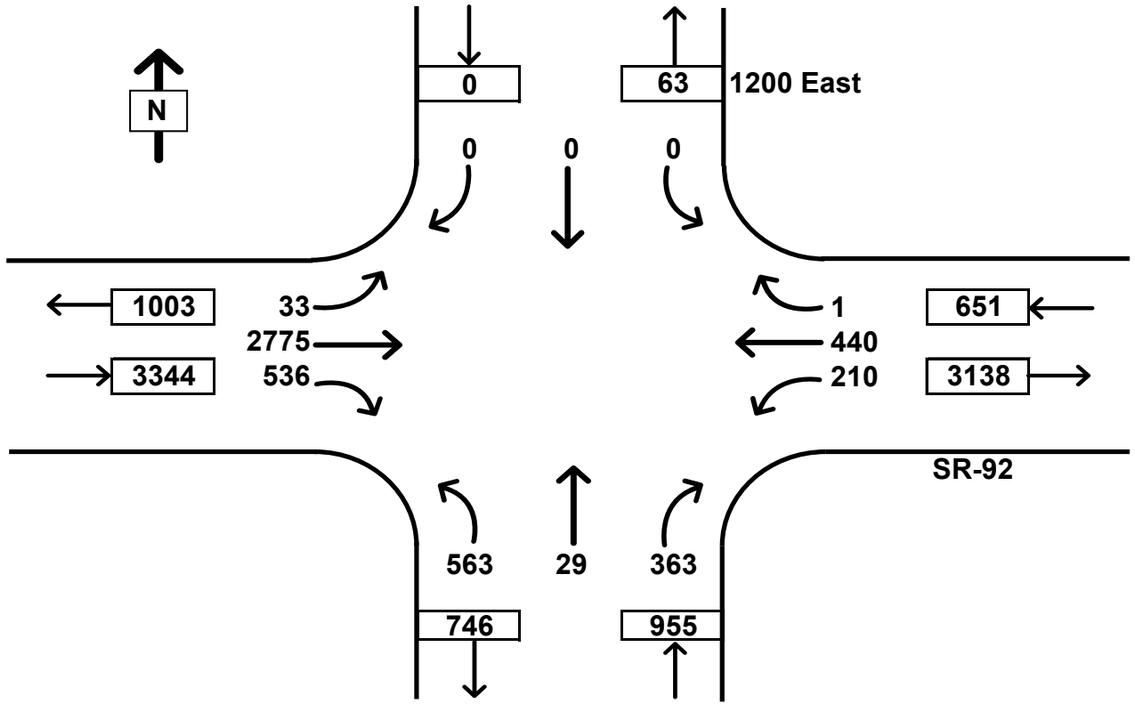
OPTIONAL Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TRAFFIC COUNT SUMMARY

City: **Lehi**
N-S Street: **1200 East**
E-W Street: **SR-92**
Date: **Tuesday, May 4, 2021**
Begin Time: **04:00 PM**
Interval Length: **15 min**

HORROCKS ENGINEERS

Time Interval		SB				WB				NB				EB				Total	Hourly
		Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	All Moves	Totals
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16		
04:00 PM	04:15 PM																	0	
04:15 PM	04:30 PM																	0	
04:30 PM	04:45 PM																	0	
04:45 PM	05:00 PM																	0	0
05:00 PM	05:15 PM																	0	0
05:15 PM	05:30 PM																	0	0
05:30 PM	05:45 PM																	0	0
05:45 PM	06:00 PM																	0	0

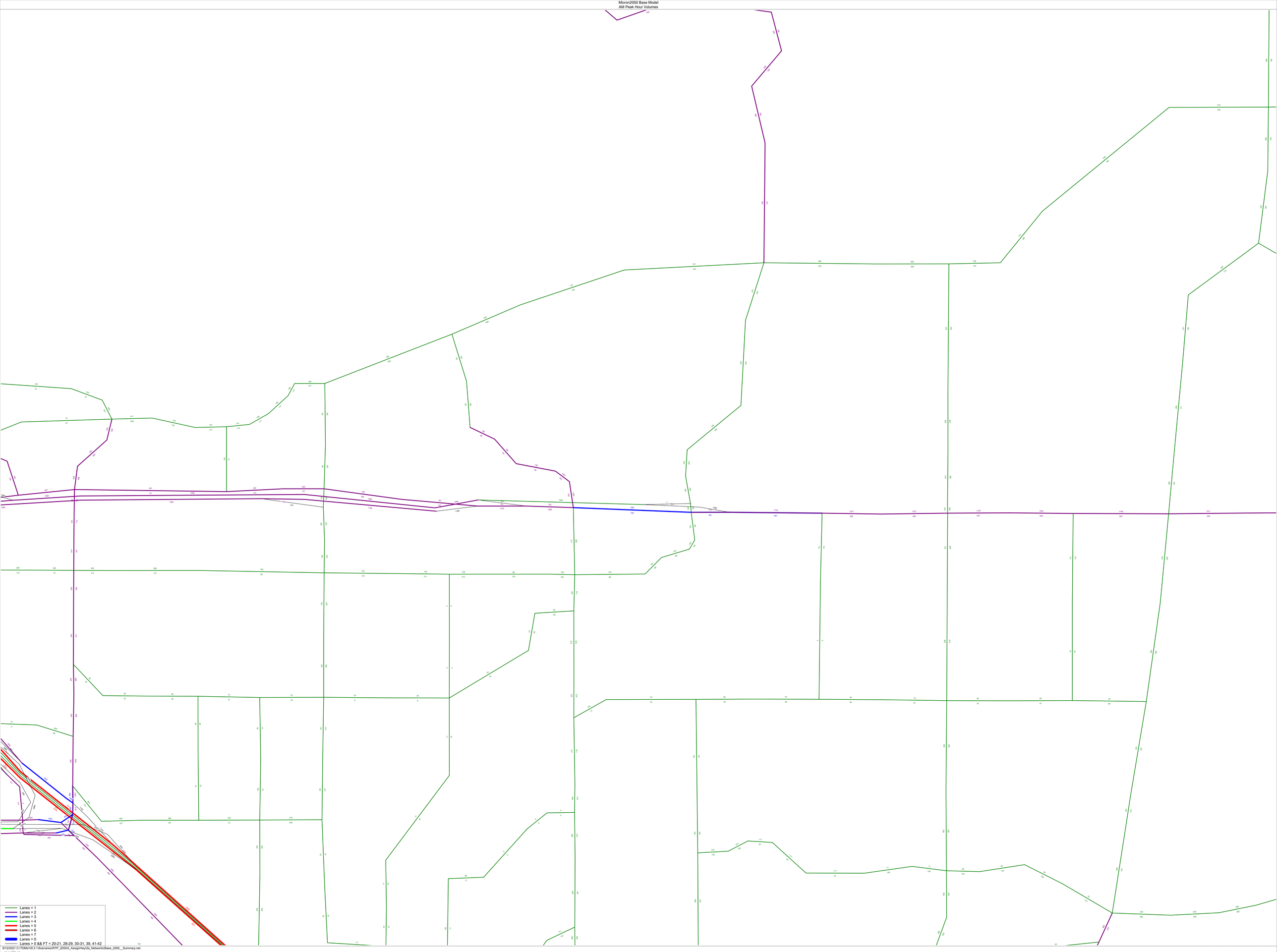


ADJUSTED PEAK HOUR TRAFFIC VOLUMES											
Southbound			Westbound			Northbound			Eastbound		
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
0	0	0	210	440	1	563	29	363	33	2775	536
0			651			955			3344		
Trucks:		0%	Trucks:		0%	Trucks:		0%	Trucks:		0%
Peak Hour:		12:00:00 AM		1:00 AM		Peak Vol:		4950	PHF:		#DIV/0!

OPTIONAL	
Adjustment Factor	
Monthly:	1.00
Daily:	1.00
Interval:	1.00
Count:	1.00
Total:	1

TDM OUTPUTS

Micron2050 Base Model
AM Peak Hour Volumes

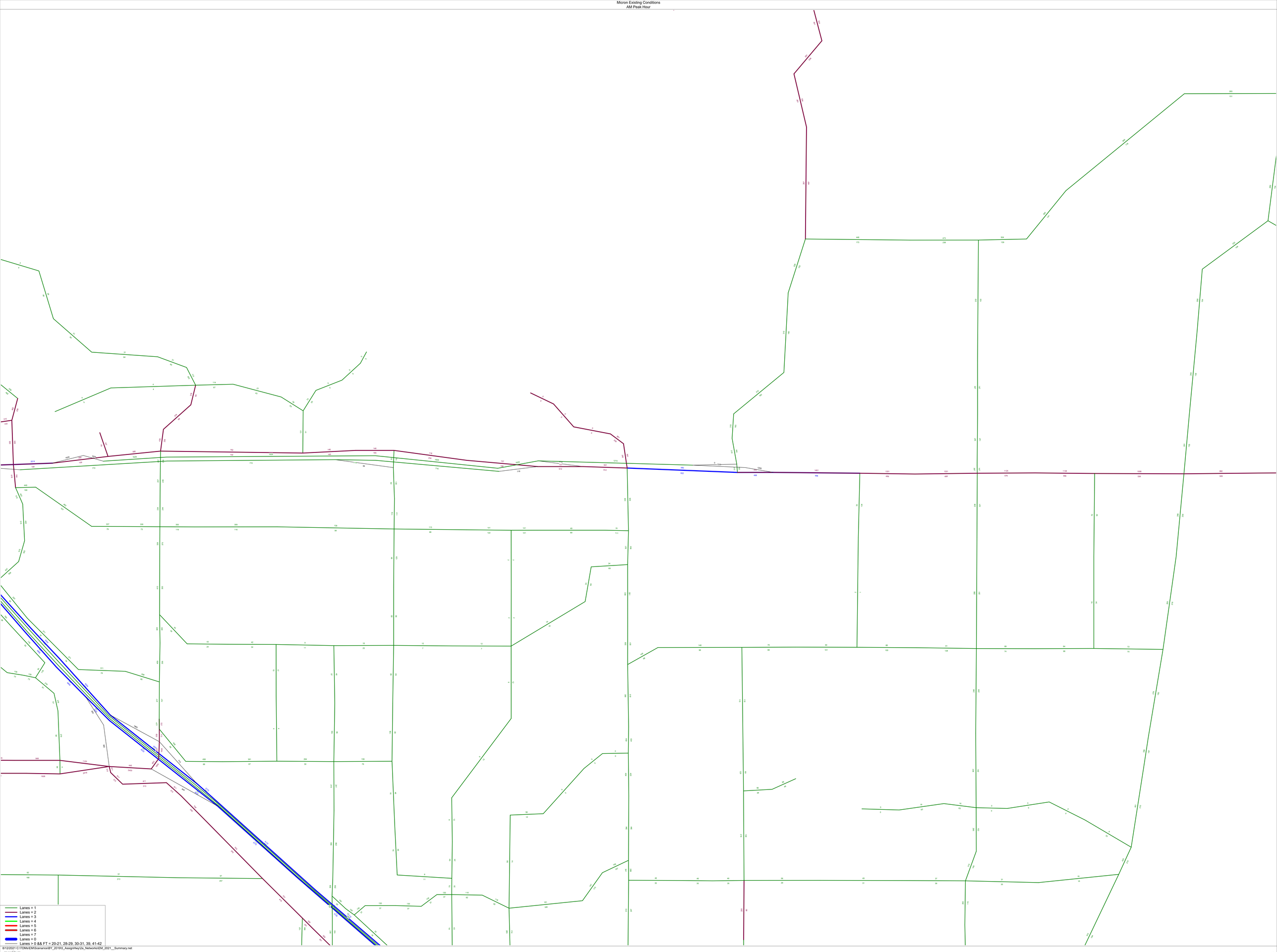


Micron2050 Base Model
PM Peak Hour Volumes

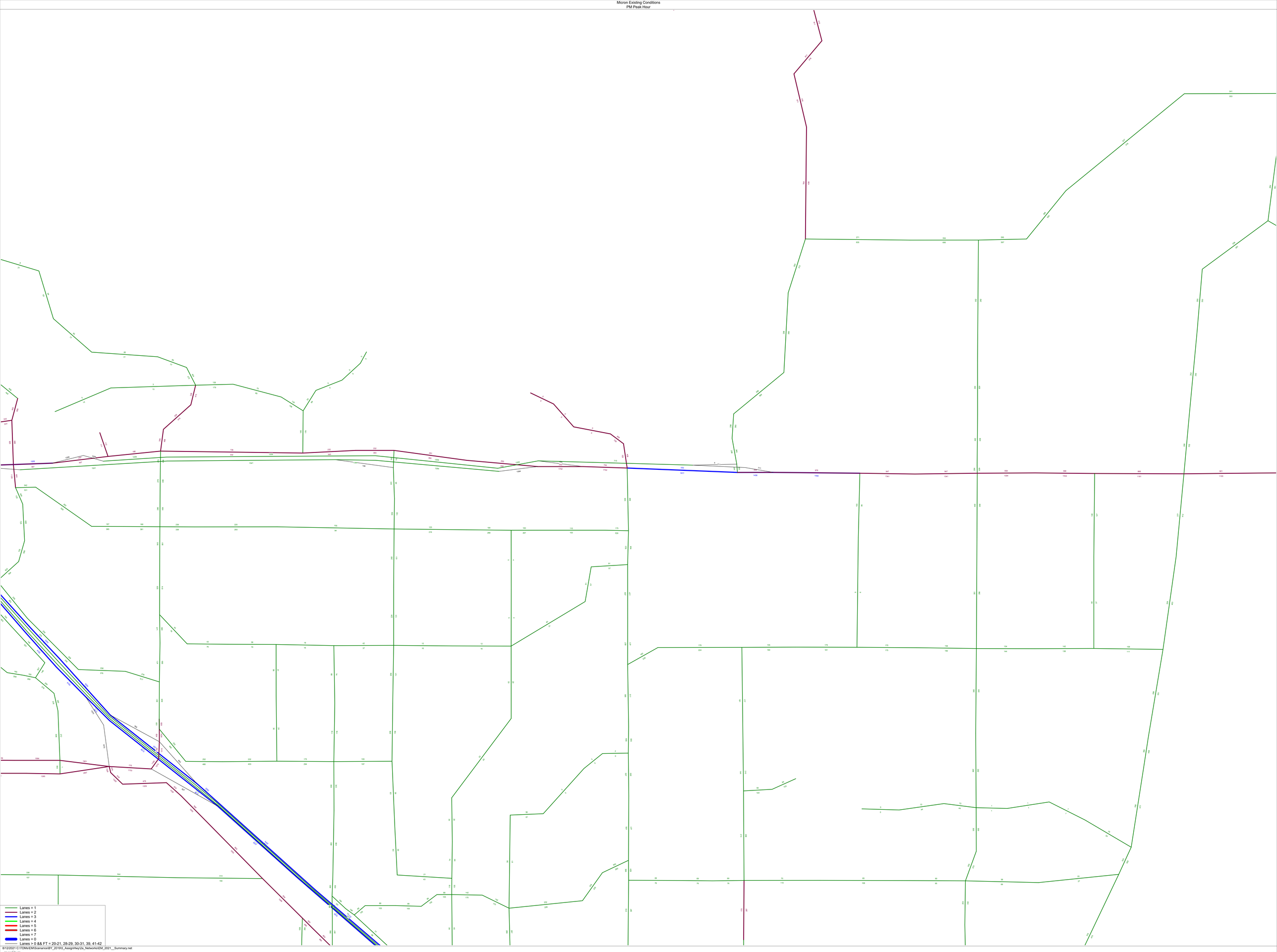
Lanes = 1
Lanes = 2
Lanes = 3
Lanes = 4
Lanes = 5
Lanes = 6
Lanes = 7
Lanes = 0
Lanes > 0 && FT = 20-21, 28-29, 30-31, 39, 41-42

8/12/2021 C:\TDMs\V8.3.1\Scenarios\RTP_20505_AssignHwy\2a_Networks\Base_2050__Summary.net

Micron Existing Conditions
AM Peak Hour



Micron Existing Conditions
PM Peak Hour



SITE LAYOUT

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

NOT FOR CONSTRUCTION

SKYE
LEHI, UTAH

UDOT TIMPANOGOS HIGHWAY EXHIBIT

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2020-0067
DRAWN BY: RWH
DESIGNED BY: BCT
SCALE: 1"=40'
DATE: 04/21/2022
SHEET 1

Tabulations

Use/Type	Acreage	ERUs
MIXED USE	103	464
TOWNHOMES (12 - 16 du/ac)	39	565
COTTAGE (6 - 8 du/ac)	19	129
HORTON PLUS(4 - 5 du/ac)	48	205
EMERALD (2 - 4 du/ac)	69	199
ESTATE (1 - 2 du/ac)	72	129
Active Adult (6 - 8 du/ac)	48	370
Parks and Open Space	151	16
Civic (Church/School)	69	170
Roads	10	0
Restricted Open Space	382	0
TOTALS	1,010	2,412*

Notes:
* Total estimated ERUs includes 165 unassigned units within the Draper development area

DRAPER CITY (TO BE ANNEXED INTO LEHI)

UTAH COUNTY (TO BE ANNEXED INTO LEHI)

LEHI CITY

PROPOSED TRAIL NETWORK

Restricted Open Space
382 acres

SR-92

MICRON
Concept Plan
June 21, 2021

North

D·R·HORTON® America's Builder

TRIP GENERATION

Micron TIS												
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 1	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.7**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%	
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39	
	Shopping Center (ITE 820)		**37.75**	50%	50%	**0.94**	62%	38%	**3.81**	48%	52%	
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169	
	Total Internal Capture						5	3		19	45	
	Total New Trips		**4,977**	**2,488**	**2,488**	**128**	**45**	**75**	**424**	**197**	**163**	
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 2	**Middle School/Junior High School (ITE 522)**		**20.17**	50%	50%	**6.73**	55%	45%	**3.33**	45%	55%	
	1000 Sq. Ft. GFA	117	2,360	1,180	1,180	787	433	354	390	175	214	
	Total Internal Capture						4	4		11	6	
	Total New Trips		**2,360**	**1,180**	**1,180**	**787**	**429**	**351**	**390**	**165**	**208**	
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 3	**Single-Family Detached Housing (ITE 210)**		**)=0.92Ln(x)+**	50%	50%	**=0.71(x)+4.8**	25%	75%	**)=0.96Ln(x)+**	63%	37%	
	Dwelling Units	255	2,460	1,230	1,230	186	46	139	250	157	92	
	Multifamily Housing (Mid-Rise) (ITE 221)		**=5.45(x)-1.7**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%	
	Dwelling Units	517	2,816	1,408	1,408	186	48	138	227	139	89	
	Elementary School (ITE 520)		**19.52**	50%	50%	**6.97**	55%	45%	**1.37**	45%	55%	
	1000 Sq. Ft. GFA	46	898	449	449	321	176	144	63	28	35	
	Church (ITE 560)		**6.95**	50%	50%	**0.33**	60%	40%	**0.49**	45%	55%	
	1000 Sq. Ft. GFA	290	2,016	1,008	1,008	96	57	38	142	64	78	
	Total Internal Capture						3	4		19	6	
	Total New Trips		**8,189**	**4,095**	**4,095**	**788**	**326**	**455**	**682**	**369**	**287**	
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 4	**Single-Family Detached Housing (ITE 210)**		**)=0.92Ln(x)+**	50%	50%	**=0.71(x)+4.8**	25%	75%	**)=0.96Ln(x)+**	63%	37%	
	Dwelling Units	258	2,487	1,243	1,243	188	47	141	252	159	93	
	Multifamily Housing (Mid-Rise) (ITE 221)		**=5.45(x)-1.7**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%	
	Dwelling Units	324	1,764	882	882	117	30	86	143	87	56	
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%	
	Acres	4	91	45	46	0	0	0	0	0	0	
	Total Internal Capture						1	2		15	4	
	Total New Trips		**4,342**	**2,171**	**2,171**	**305**	**77**	**225**	**395**	**231**	**145**	
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 5	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.7**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%	
	Dwelling Units	225	1,225	612	612	81	21	60	99	60	39	
	Shopping Center (ITE 820)		**37.75**	50%	50%	**0.94**	62%	38%	**3.81**	48%	52%	
	1000 Sq. Ft. GFA	50	3,752	1,876	1,876	47	29	18	325	156	169	
	Total Internal Capture						5	3		19	45	
	Total New Trips		**4,977**	**2,488**	**2,488**	**128**	**45**	**75**	**424**	**197**	**163**	
	Variable	Quantity	Daily			AM Peak Hour			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 6	**Single-Family Detached Housing (ITE 210)**		**)=0.92Ln(x)+**	50%	50%	**=0.71(x)+4.8**	25%	75%	**)=0.96Ln(x)+**	63%	37%	
	Dwelling Units	267	2,566	1,283	1,283	194	49	146	261	164	96	
	Church (ITE 560)		**6.95**	50%	50%	**0.33**	60%	40%	**0.49**	45%	55%	
	1000 Sq. Ft. GFA	97	674	337	337	34	20	14	48	21	26	
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%	
	Acres	4	91	45	46	0	0	0	0	0	0	
	Total Internal Capture						0	1		10	3	
	Total New Trips		**3,332**	**1,666**	**1,666**	**228**	**69**	**158**	**309**	**176**	**120**	
	Variable	Quantity	Daily			4			PM Peak Hour			
			Total	In	Out	Total	In	Out	Total	In	Out	
Zone 7	**Multifamily Housing (Mid-Rise) (ITE 221)**		**T=5.45(x)-1.7**	50%	50%	**0.36**	26%	74%	**0.44**	61%	39%	
	Dwelling Units	226	1,230	615	615	81	21	60	99	61	39	
	Single-Family Detached Housing (ITE 210)		**)=0.92Ln(x)+**	50%	50%	**=0.71(x)+4.8**	25%	75%	**)=0.96Ln(x)+**	63%	37%	
	Dwelling Units	127	1,296	648	648	95	24	71	128	81	47	
	Public Park (ITE 411)		**0.78**	50%	50%	**0.02**	59%	41%	**0.11**	55%	45%	
	Acres	5	92	46	46	0	0	0	1	0	0	
	Total Internal Capture						0	1		8	3	
	Total New Trips		**2,617**	**1,309**	**1,309**	**176**	**45**	**130**	**228**	**133**	**84**	
Total Development Trips			**30,793**	**15,396**	**15,397**	**2,541**	**1,034**	**1,469**	**2,852**	**1,468**	**1,169**	

SYNCHRO REPORTS

EXISTING TRAFFIC

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	6	147	19	2	300
Future Vol, veh/h	32	6	147	19	2	300
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	-	-	-	200	-
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	35	7	160	21	2	326

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	501	171	0	0	181	0
Stage 1	171	-	-	-	-	-
Stage 2	330	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	530	873	-	-	1394	-
Stage 1	859	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	529	873	-	-	1394	-
Mov Cap-2 Maneuver	529	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	564	1394	-
HCM Lane V/C Ratio	-	-	0.073	0.002	-
HCM Control Delay (s)	-	-	11.9	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

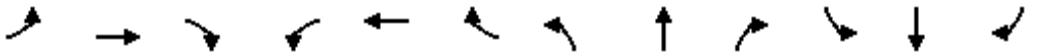
Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	128	74	96	11	123	200
Future Vol, veh/h	128	74	96	11	123	200
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	-	-	-	100	-
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	139	80	104	12	134	217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	110	0	0	116	0
Stage 1	110	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	467	943	-	-	1473	-
Stage 1	915	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	943	-	-	1473	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	2.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1473	-
HCM Lane V/C Ratio	-	-	0.413	0.091	-
HCM Control Delay (s)	-	-	16.4	7.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	155	765	4	153	471	48	19	53	62	70	73	118
Future Volume (veh/h)	155	765	4	153	471	48	19	53	62	70	73	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	832	4	166	512	52	21	58	67	76	79	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	2180	677	710	2163	965	164	204	173	174	204	
Arrive On Green	0.07	0.43	0.43	0.24	0.61	0.61	0.11	0.11	0.11	0.11	0.11	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1320	1870	1585	1266	1870	1585
Grp Volume(v), veh/h	168	832	4	166	512	52	21	58	67	76	79	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1320	1870	1585	1266	1870	1585
Q Serve(g_s), s	4.8	11.2	0.1	0.0	6.6	1.3	1.5	2.9	3.9	5.9	3.9	0.0
Cycle Q Clear(g_c), s	4.8	11.2	0.1	0.0	6.6	1.3	5.4	2.9	3.9	8.7	3.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	2180	677	710	2163	965	164	204	173	174	204	
V/C Ratio(X)	0.71	0.38	0.01	0.23	0.24	0.05	0.13	0.28	0.39	0.44	0.39	
Avail Cap(c_a), veh/h	467	2180	677	710	2163	965	382	512	434	383	512	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.6	19.6	16.5	13.1	8.9	7.9	44.0	41.0	41.4	45.0	41.4	0.0
Incr Delay (d2), s/veh	1.5	0.5	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.1	0.1	1.9	2.2	0.4	0.5	1.3	1.6	1.9	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	20.1	16.5	13.2	9.2	8.0	44.1	41.2	42.0	45.6	41.9	0.0
LnGrp LOS	D	C	B	B	A	A	D	D	D	D	D	
Approach Vol, veh/h		1004			730			146			155	
Approach Delay, s/veh		24.6			10.0			42.0			43.7	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	68.2		18.5	31.5	50.0		18.5				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 14	* 38		27.4	* 8.9	* 43		27.4				
Max Q Clear Time (g_c+I1), s	6.8	8.6		7.4	2.0	13.2		10.7				
Green Ext Time (p_c), s	0.1	1.8		0.2	0.0	3.1		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		22.1
HCM 6th LOS		C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	693	230	123	460	289	135
Future Volume (veh/h)	693	230	123	460	289	135
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	753	250	134	500	314	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2189	976	199	2657	395	181
Arrive On Green	0.62	0.62	0.06	0.75	0.11	0.11
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	753	250	134	500	314	147
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	10.3	7.2	3.8	4.1	8.9	9.1
Cycle Q Clear(g_c), s	10.3	7.2	3.8	4.1	8.9	9.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2189	976	199	2657	395	181
V/C Ratio(X)	0.34	0.26	0.67	0.19	0.79	0.81
Avail Cap(c_a), veh/h	2189	976	574	2657	702	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.4	8.8	46.2	3.7	43.1	43.2
Incr Delay (d2), s/veh	0.4	0.6	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.2	1.6	1.0	3.9	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.8	9.4	47.7	3.9	44.5	46.5
LnGrp LOS	A	A	D	A	D	D
Approach Vol, veh/h	1003			634	461	
Approach Delay, s/veh	9.7			13.1	45.1	
Approach LOS	A			B	D	

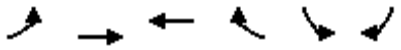
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		81.9		18.1	13.2	68.7
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 66		* 20	* 17	41.9
Max Q Clear Time (g_c+I1), s		6.1		11.1	5.8	12.3
Green Ext Time (p_c), s		1.8		0.4	0.1	3.2

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

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	118	0	703	226	196	152
Future Volume (veh/h)	118	0	703	226	196	152
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	1870	1870
Adj Flow Rate, veh/h	128	0	764	246	213	165
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	455	0	2245	1001	249	221
Arrive On Green	0.05	0.00	0.63	0.63	0.14	0.14
Sat Flow, veh/h	1781	128	3647	1585	1781	1585
Grp Volume(v), veh/h	128	6.3	764	246	213	165
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.5		10.1	6.8	11.7	10.0
Cycle Q Clear(g_c), s	2.5		10.1	6.8	11.7	10.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	455		2245	1001	249	221
V/C Ratio(X)	0.28		0.34	0.25	0.86	0.75
Avail Cap(c_a), veh/h	529		2245	1001	392	349
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.2		8.6	8.0	42.0	41.3
Incr Delay (d2), s/veh	0.1		0.4	0.6	6.3	1.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7		3.3	2.0	5.5	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.3		9.0	8.6	48.3	43.2
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1010		378	
Approach Delay, s/veh			8.9		46.1	
Approach LOS			A		D	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	10.9	69.2				20.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	9.0	51.0				22.0
Max Q Clear Time (g_c+I1), s	4.5	12.1				13.7
Green Ext Time (p_c), s	0.0	2.5				0.3

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

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	61	6	31	19	7	1	10	290	44	0	298	82
Future Vol, veh/h	61	6	31	19	7	1	10	290	44	0	298	82
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	7	34	21	8	1	11	315	48	0	324	89

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	553	754	207	527	774	182	413	0	0	363	0	0
Stage 1	369	369	-	361	361	-	-	-	-	-	-	-
Stage 2	184	385	-	166	413	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	416	337	799	434	328	829	1142	-	-	1192	-	-
Stage 1	623	619	-	630	624	-	-	-	-	-	-	-
Stage 2	800	609	-	820	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	405	334	799	407	325	829	1142	-	-	1192	-	-
Mov Cap-2 Maneuver	405	334	-	407	325	-	-	-	-	-	-	-
Stage 1	617	619	-	624	618	-	-	-	-	-	-	-
Stage 2	782	603	-	777	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	14.7	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1142	-	-	405	652	407	352	1192	-	-
HCM Lane V/C Ratio	0.01	-	-	0.164	0.062	0.051	0.025	-	-	-
HCM Control Delay (s)	8.2	-	-	15.6	10.9	14.3	15.5	0	-	-
HCM Lane LOS	A	-	-	C	B	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.2	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	307	45	35	0	0	345
Future Vol, veh/h	307	45	35	0	0	345
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	334	49	38	0	0	375

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	38	0	-	0	731	19
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1571	-	-	-	357	1055
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1571	-	-	-	281	1055
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s	6.9	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1571	-	-	-	1055
HCM Lane V/C Ratio	0.212	-	-	-	0.355
HCM Control Delay (s)	7.9	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.6

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	0	0	80	169	1	0	51	128	128	0	96	2
Future Vol, veh/h	0	0	80	169	1	0	51	128	128	0	96	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	87	184	1	0	55	139	139	0	104	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	424	493	105	468	425	209	106	0	0	278	0	0
Stage 1	105	105	-	319	319	-	-	-	-	-	-	-
Stage 2	319	388	-	149	106	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	540	477	949	505	521	831	1485	-	-	1285	-	-
Stage 1	901	808	-	693	653	-	-	-	-	-	-	-
Stage 2	693	609	-	854	807	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	521	456	949	443	498	831	1485	-	-	1285	-	-
Mov Cap-2 Maneuver	521	456	-	443	498	-	-	-	-	-	-	-
Stage 1	860	808	-	662	624	-	-	-	-	-	-	-
Stage 2	661	582	-	776	807	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	18.8	1.2	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1485	-	-	949	443	1285	-	-
HCM Lane V/C Ratio	0.037	-	-	0.092	0.417	-	-	-
HCM Control Delay (s)	7.5	0	-	9.2	18.8	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	11	274	46	6	297
Future Vol, veh/h	30	11	274	46	6	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
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	33	12	298	50	7	323

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	323	0	0	348	0
Stage 1	323	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	428	718	-	-	1211	-
Stage 1	734	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	718	-	-	1211	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1211	-
HCM Lane V/C Ratio	-	-	0.093	0.005	-
HCM Control Delay (s)	-	-	13.3	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

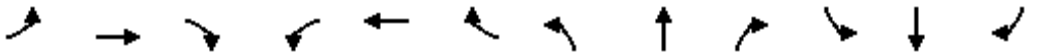
Intersection	
Int Delay, s/veh	7.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	131	83	246	151	108	223
Future Vol, veh/h	131	83	246	151	108	223
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	-	-	-	100	-
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	142	90	267	164	117	242

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	825	349	0	0	431	0
Stage 1	349	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	342	694	-	-	1129	-
Stage 1	714	-	-	-	-	-
Stage 2	625	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	306	694	-	-	1129	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	560	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.9	0	2.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	391	1129	-
HCM Lane V/C Ratio	-	-	0.595	0.104	-
HCM Control Delay (s)	-	-	26.9	8.6	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.7	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	1575	13	215	548	87	54	152	161	111	101	120
Future Volume (veh/h)	286	1575	13	215	548	87	54	152	161	111	101	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	311	1712	14	234	596	95	59	165	175	121	110	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	2455	762	346	1800	803	264	390	330	197	390	
Arrive On Green	0.11	0.48	0.48	0.13	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1283	1870	1585	1040	1870	1585
Grp Volume(v), veh/h	311	1712	14	234	596	95	59	165	175	121	110	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1283	1870	1585	1040	1870	1585
Q Serve(g_s), s	10.6	31.4	0.6	6.4	11.9	3.8	4.9	9.2	11.8	13.7	5.9	0.0
Cycle Q Clear(g_c), s	10.6	31.4	0.6	6.4	11.9	3.8	10.8	9.2	11.8	22.9	5.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	369	2455	762	346	1800	803	264	390	330	197	390	
V/C Ratio(X)	0.84	0.70	0.02	0.68	0.33	0.12	0.22	0.42	0.53	0.61	0.28	
Avail Cap(c_a), veh/h	475	2455	762	346	1800	803	290	427	362	218	427	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	52.6	24.3	16.3	43.5	17.6	15.5	44.5	41.2	42.3	51.2	39.9	0.0
Incr Delay (d2), s/veh	8.6	1.7	0.0	4.3	0.5	0.3	0.2	0.3	0.5	2.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	12.0	0.2	6.6	4.7	1.3	1.6	4.3	4.7	3.7	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.2	26.0	16.4	47.9	18.0	15.8	44.6	41.5	42.8	53.8	40.1	0.0
LnGrp LOS	E	C	B	D	B	B	D	D	D	D	D	
Approach Vol, veh/h		2037			925			399			231	
Approach Delay, s/veh		31.3			25.4			42.5			47.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.3	68.1		32.6	22.4	65.0		32.6				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 17	* 55		27.4	* 14	* 58		27.4				
Max Q Clear Time (g_c+I1), s	12.6	13.9		13.8	8.4	33.4		24.9				
Green Ext Time (p_c), s	0.2	2.2		0.5	0.0	7.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		32.0
HCM 6th LOS		C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1454	281	210	511	1	292	15	189	110	162	433
Future Volume (veh/h)	17	1454	281	210	511	1	292	15	189	110	162	433
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	1580	305	228	555	1	317	16	205	120	176	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	609	2602	808	165	1493	666	372	460	205	174	235	
Arrive On Green	0.18	0.51	0.51	0.09	0.42	0.42	0.11	0.13	0.13	0.05	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	18	1580	305	228	555	1	317	16	205	120	176	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	26.4	7.6	11.1	12.9	0.0	10.8	0.5	15.5	4.1	5.8	0.0
Cycle Q Clear(g_c), s	0.5	26.4	7.6	11.1	12.9	0.0	10.8	0.5	15.5	4.1	5.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	609	2602	808	165	1493	666	372	460	205	174	235	
V/C Ratio(X)	0.03	0.61	0.38	1.38	0.37	0.00	0.85	0.03	1.00	0.69	0.75	
Avail Cap(c_a), veh/h	609	2602	808	165	1493	666	541	460	205	536	323	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	40.9	20.9	5.3	54.5	23.9	10.7	52.6	45.7	52.2	56.1	55.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	1.3	205.7	0.7	0.0	6.1	0.0	62.9	1.8	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	9.8	4.8	14.2	5.3	0.0	5.0	0.2	9.7	1.8	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	22.0	6.6	260.2	24.6	10.7	58.7	45.7	115.1	57.9	58.6	0.0
LnGrp LOS	D	C	A	F	C	B	E	D	F	E	E	
Approach Vol, veh/h		1903			784			538			296	
Approach Delay, s/veh		19.7			93.1			79.8			58.3	
Approach LOS		B			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	57.0	12.4	21.7	17.0	68.8	19.1	15.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 50	18.6	* 12	11.1	* 54	18.8	* 11
Max Q Clear Time (g_c+I1), s	2.5	14.9	6.1	17.5	13.1	28.4	12.8	7.8
Green Ext Time (p_c), s	0.0	1.9	0.0	0.0	0.0	7.5	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1082	200	155	660	276	168
Future Volume (veh/h)	1082	200	155	660	276	168
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1176	217	168	717	300	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2220	990	224	2670	462	212
Arrive On Green	0.62	0.62	0.06	0.75	0.13	0.13
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1176	217	168	717	300	183
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	22.3	7.1	5.7	7.5	9.9	13.6
Cycle Q Clear(g_c), s	22.3	7.1	5.7	7.5	9.9	13.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2220	990	224	2670	462	212
V/C Ratio(X)	0.53	0.22	0.75	0.27	0.65	0.86
Avail Cap(c_a), veh/h	2220	990	363	2670	959	440
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	9.8	55.2	4.6	49.3	50.9
Incr Delay (d2), s/veh	0.9	0.5	1.9	0.2	0.6	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.3	2.5	2.1	4.3	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.5	10.3	57.0	4.9	49.9	54.9
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1393			885	483	
Approach Delay, s/veh	13.0			14.8	51.8	
Approach LOS	B			B	D	

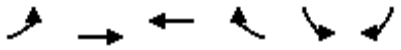
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.3		22.7	15.2	82.1
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 73		* 33	* 13	52.9
Max Q Clear Time (g_c+I1), s		9.5		15.6	7.7	24.3
Green Ext Time (p_c), s		2.8		0.5	0.1	5.5

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

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	0	871	65	78	87
Future Volume (veh/h)	22	0	871	65	78	87
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	1870	1870
Adj Flow Rate, veh/h	24	0	947	71	85	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	466	0	2667	1190	136	121
Arrive On Green	0.02	0.00	0.75	0.75	0.08	0.08
Sat Flow, veh/h	1781	24	3647	1585	1781	1585
Grp Volume(v), veh/h	24	3.7	947	71	85	95
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		10.9	1.4	5.6	7.1
Cycle Q Clear(g_c), s	0.4		10.9	1.4	5.6	7.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	466		2667	1190	136	121
V/C Ratio(X)	0.05		0.36	0.06	0.62	0.78
Avail Cap(c_a), veh/h	589		2667	1190	341	304
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.6		5.1	3.9	53.7	54.4
Incr Delay (d2), s/veh	0.0		0.4	0.1	1.7	4.1
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1		3.1	0.4	2.6	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.7		5.5	4.0	55.5	58.5
LnGrp LOS	A		A	A	E	E
Approach Vol, veh/h			1018		180	
Approach Delay, s/veh			5.4		57.1	
Approach LOS			A		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	8.8	96.1				15.2
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	11.0	68.0				23.0
Max Q Clear Time (g_c+I1), s	2.4	12.9				9.1
Green Ext Time (p_c), s	0.0	3.1				0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.9
HCM 6th LOS	B

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	5	14	14	95	24	0	5	52	30	3	56	5
Future Vol, veh/h	5	14	14	95	24	0	5	52	30	3	56	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	100	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	15	15	103	26	0	5	57	33	3	61	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	122	170	33	128	156	45	66	0	0	90	0	0
Stage 1	70	70	-	84	84	-	-	-	-	-	-	-
Stage 2	52	100	-	44	72	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	840	722	1033	832	735	1015	1534	-	-	1503	-	-
Stage 1	932	836	-	915	824	-	-	-	-	-	-	-
Stage 2	954	811	-	965	834	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	814	718	1033	803	731	1015	1534	-	-	1503	-	-
Mov Cap-2 Maneuver	814	718	-	803	731	-	-	-	-	-	-	-
Stage 1	929	834	-	912	822	-	-	-	-	-	-	-
Stage 2	921	809	-	932	832	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	10.1	0.4	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1534	-	-	814	847	803	731	1503	-	-
HCM Lane V/C Ratio	0.004	-	-	0.007	0.036	0.129	0.036	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.5	9.4	10.1	10.1	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	7	9	0	1	55
Future Vol, veh/h	50	7	9	0	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	54	8	10	0	1	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	122	5
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	112	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1608	-	-	-	860	1076
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	831	1076
Mov Cap-2 Maneuver	-	-	-	-	831	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	900	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1070
HCM Lane V/C Ratio	0.034	-	-	-	0.057
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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	7	1	8	33	2	1	5	21	24	0	15	1
Future Vol, veh/h	7	1	8	33	2	1	5	21	24	0	15	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	9	36	2	1	5	23	26	0	16	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	65	76	17	68	63	36	17	0	0	49	0	0
Stage 1	17	17	-	46	46	-	-	-	-	-	-	-
Stage 2	48	59	-	22	17	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	929	814	1062	925	828	1037	1600	-	-	1558	-	-
Stage 1	1002	881	-	968	857	-	-	-	-	-	-	-
Stage 2	965	846	-	996	881	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	924	812	1062	915	826	1037	1600	-	-	1558	-	-
Mov Cap-2 Maneuver	924	812	-	915	826	-	-	-	-	-	-	-
Stage 1	999	881	-	965	854	-	-	-	-	-	-	-
Stage 2	959	843	-	987	881	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.7	9.1	0.7	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1600	-	-	979	913	1558	-	-
HCM Lane V/C Ratio	0.003	-	-	0.018	0.043	-	-	-
HCM Control Delay (s)	7.3	0	-	8.7	9.1	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

2026 BACKGROUND TRAFFIC

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	7	162	21	2	331
Future Vol, veh/h	35	7	162	21	2	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
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	38	8	176	23	2	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	552	188	0	0	199	0
Stage 1	188	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	495	854	-	-	1373	-
Stage 1	844	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	854	-	-	1373	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1373	-
HCM Lane V/C Ratio	-	-	0.086	0.002	-
HCM Control Delay (s)	-	-	12.4	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

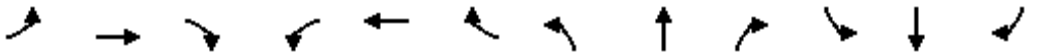
Intersection	
Int Delay, s/veh	7.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	82	106	12	136	221
Future Vol, veh/h	141	82	106	12	136	221
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	-	-	-	100	-
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	153	89	115	13	148	240

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	658	122	0	0	128	0
Stage 1	122	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	429	929	-	-	1458	-
Stage 1	903	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	929	-	-	1458	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1458	-
HCM Lane V/C Ratio	-	-	0.494	0.101	-
HCM Control Delay (s)	-	-	19.3	7.7	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	2.7	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Future Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
Arrive On Green	0.07	0.39	0.39	0.27	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1309	1870	1585	1251	1870	1585
Grp Volume(v), veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1309	1870	1585	1251	1870	1585
Q Serve(g_s), s	5.3	13.4	0.2	0.0	7.7	1.5	1.7	3.1	4.3	6.6	4.4	0.0
Cycle Q Clear(g_c), s	5.3	13.4	0.2	0.0	7.7	1.5	6.0	3.1	4.3	9.7	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
V/C Ratio(X)	0.73	0.46	0.01	0.26	0.27	0.06	0.14	0.29	0.39	0.46	0.40	
Avail Cap(c_a), veh/h	674	1976	613	711	2109	940	282	382	323	288	382	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	22.9	18.8	16.2	9.8	8.6	43.6	40.2	40.8	44.7	40.8	0.0
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	0.1	2.5	2.6	0.5	0.5	1.4	1.7	2.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	23.7	18.9	16.3	10.1	8.7	43.7	40.5	41.3	45.3	41.2	0.0
LnGrp LOS	D	C	B	B	B	A	D	D	D	D	D	
Approach Vol, veh/h		1108			807			161			172	
Approach Delay, s/veh		27.5			11.4			41.3			43.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	66.6		19.4	34.6	46.0		19.4				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 20	* 39		20.4	* 20	* 39		20.4				
Max Q Clear Time (g_c+I1), s	7.3	9.7		8.0	2.0	15.4		11.7				
Green Ext Time (p_c), s	0.2	2.0		0.1	0.0	3.4		0.2				

Intersection Summary			
HCM 6th Ctrl Delay		23.9	
HCM 6th LOS		C	

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2139	954	214	2622	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.2	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.2	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2139	954	214	2622	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2139	954	505	2622	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.6	46.0	4.1	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	10.4	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	

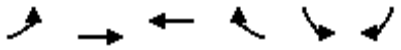
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 65		* 21	* 15	42.9
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.2
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	0	776	250	216	168
Future Volume (veh/h)	130	0	776	250	216	168
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	1870	1870
Adj Flow Rate, veh/h	141	0	843	272	235	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	413	0	2204	983	269	239
Arrive On Green	0.05	0.00	0.62	0.62	0.15	0.15
Sat Flow, veh/h	1781	141	3647	1585	1781	1585
Grp Volume(v), veh/h	141	7.1	843	272	235	183
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.8		11.8	7.9	12.9	11.1
Cycle Q Clear(g_c), s	2.8		11.8	7.9	12.9	11.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	413		2204	983	269	239
V/C Ratio(X)	0.34		0.38	0.28	0.87	0.77
Avail Cap(c_a), veh/h	557		2204	983	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9		9.5	8.7	41.5	40.8
Incr Delay (d2), s/veh	0.2		0.5	0.7	18.0	7.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8		3.9	2.4	7.0	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1		10.0	9.4	59.6	48.5
LnGrp LOS	A		A	A	E	D
Approach Vol, veh/h			1115		418	
Approach Delay, s/veh			9.8		54.7	
Approach LOS			A		D	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	10.9	68.0				21.1
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	51.0				18.0
Max Q Clear Time (g_c+I1), s	4.8	13.8				14.9
Green Ext Time (p_c), s	0.1	2.8				0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

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	67	7	34	21	8	1	11	320	49	0	329	91
Future Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	23	9	1	12	348	53	0	358	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	611	833	229	582	856	201	457	0	0	401	0	0
Stage 1	408	408	-	399	399	-	-	-	-	-	-	-
Stage 2	203	425	-	183	457	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	378	303	774	396	294	806	1100	-	-	1154	-	-
Stage 1	591	595	-	598	601	-	-	-	-	-	-	-
Stage 2	780	585	-	801	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	366	300	774	367	291	806	1100	-	-	1154	-	-
Mov Cap-2 Maneuver	366	300	-	367	291	-	-	-	-	-	-	-
Stage 1	584	595	-	591	594	-	-	-	-	-	-	-
Stage 2	759	579	-	753	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	15.9	0.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	366	610	367	313	1154	-	-
HCM Lane V/C Ratio	0.011	-	-	0.199	0.073	0.062	0.031	-	-	-
HCM Control Delay (s)	8.3	-	-	17.3	11.4	15.5	16.9	0	-	-
HCM Lane LOS	A	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	339	50	39	0	0	381
Future Vol, veh/h	339	50	39	0	0	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	368	54	42	0	0	414

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	805	21
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1565	-	-	-	320	1051
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	245	1051
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	421	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	1051
HCM Lane V/C Ratio	0.235	-	-	-	0.394
HCM Control Delay (s)	8	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.9

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	88	187	1	0	56	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	115	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	468	544	116	516	469	230	117	0	0	306	0	0
Stage 1	116	116	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	446	936	470	492	809	1471	-	-	1255	-	-
Stage 1	889	800	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	484	423	936	406	467	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	484	423	-	406	467	-	-	-	-	-	-	-
Stage 1	844	800	-	631	600	-	-	-	-	-	-	-
Stage 2	630	555	-	752	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	22.5	1.3	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	406	1255	-	-
HCM Lane V/C Ratio	0.041	-	-	0.102	0.503	-	-	-
HCM Control Delay (s)	7.6	0	-	9.3	22.5	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.7	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	11	303	51	7	328
Future Vol, veh/h	33	11	303	51	7	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
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	36	12	329	55	8	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	730	357	0	0	384	0
Stage 1	357	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	389	687	-	-	1174	-
Stage 1	708	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	386	687	-	-	1174	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1174	-
HCM Lane V/C Ratio	-	-	0.11	0.006	-
HCM Control Delay (s)	-	-	14.3	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

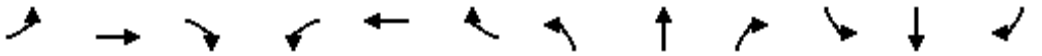
Intersection	
Int Delay, s/veh	10.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	145	92	272	167	119	246
Future Vol, veh/h	145	92	272	167	119	246
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	-	-	-	100	-
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	158	100	296	182	129	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	912	387	0	0	478	0
Stage 1	387	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	304	661	-	-	1084	-
Stage 1	686	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	268	661	-	-	1084	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.7	0	2.9
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	348	1084	-
HCM Lane V/C Ratio	-	-	0.74	0.119	-
HCM Control Delay (s)	-	-	39.7	8.8	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	5.7	0.4	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Future Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
Arrive On Green	0.12	0.45	0.45	0.15	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1269	1870	1585	1007	1870	1585
Grp Volume(v), veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1269	1870	1585	1007	1870	1585
Q Serve(g_s), s	9.7	32.5	0.5	7.8	11.8	3.6	4.7	8.8	11.3	9.6	5.7	0.0
Cycle Q Clear(g_c), s	9.7	32.5	0.5	7.8	11.8	3.6	10.4	8.8	11.3	18.4	5.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
V/C Ratio(X)	0.83	0.83	0.02	0.71	0.38	0.14	0.28	0.53	0.66	0.80	0.35	
Avail Cap(c_a), veh/h	536	2282	709	384	1716	765	233	344	292	168	344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	24.3	15.4	37.5	16.4	14.3	40.2	36.9	37.9	46.6	35.6	0.0
Incr Delay (d2), s/veh	6.7	3.6	0.1	4.7	0.7	0.4	0.2	0.8	4.4	21.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.3	0.2	5.7	4.4	1.3	1.5	4.1	4.7	4.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	27.9	15.5	42.2	17.1	14.7	40.4	37.7	42.3	67.9	35.8	0.0
LnGrp LOS	D	C	B	D	B	B	D	D	D	E	D	
Approach Vol, veh/h		2248			1020			441			256	
Approach Delay, s/veh		31.2			23.2			40.1			52.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.4	55.6		26.0	22.0	52.0		26.0				
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6				
Max Green Setting (Gmax), s	* 16	* 45		18.4	* 16	* 45		18.4				
Max Q Clear Time (g_c+I1), s	11.7	13.8		13.3	9.8	34.5		20.4				
Green Ext Time (p_c), s	0.2	2.4		0.4	0.0	5.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.5
HCM 6th LOS		C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Future Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
Arrive On Green	0.15	0.38	0.38	0.16	0.38	0.38	0.12	0.14	0.14	0.06	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Cycle Q Clear(g_c), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
V/C Ratio(X)	0.04	0.90	0.56	0.89	0.45	0.00	0.85	0.04	0.99	0.68	0.74	
Avail Cap(c_a), veh/h	506	1934	600	287	1365	609	477	513	229	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	29.3	8.3	41.2	22.9	9.2	43.1	36.8	42.7	46.3	45.4	0.0
Incr Delay (d2), s/veh	0.0	7.4	3.8	26.5	1.1	0.0	10.6	0.0	57.3	1.5	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.2	3.7	7.8	5.1	0.0	4.8	0.2	9.2	1.6	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	36.7	12.1	67.8	24.0	9.2	53.7	36.8	100.0	47.8	53.4	0.0
LnGrp LOS	D	D	B	E	C	A	D	D	F	D	D	
Approach Vol, veh/h		2103			866			595			327	
Approach Delay, s/veh		32.7			36.7			70.9			51.2	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	45.0	12.0	20.6	21.8	45.6	18.2	14.5
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 38	13.6	* 8.9	16.1	* 37	13.8	* 7.9
Max Q Clear Time (g_c+I1), s	2.5	14.8	5.7	16.3	15.9	34.3	11.9	7.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1195	200	171	729	305	185
Future Volume (veh/h)	1195	200	171	729	305	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1299	217	186	792	332	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2028	905	253	2551	501	230
Arrive On Green	0.57	0.57	0.07	0.72	0.15	0.15
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1299	217	186	792	332	201
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	24.7	6.8	5.3	8.1	9.1	12.4
Cycle Q Clear(g_c), s	24.7	6.8	5.3	8.1	9.1	12.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2028	905	253	2551	501	230
V/C Ratio(X)	0.64	0.24	0.73	0.31	0.66	0.87
Avail Cap(c_a), veh/h	2028	905	435	2551	529	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	10.7	45.4	5.1	40.4	41.9
Incr Delay (d2), s/veh	1.6	0.6	1.6	0.3	2.2	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.2	2.2	2.2	4.0	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	11.3	46.9	5.4	42.6	67.5
LnGrp LOS	B	B	D	A	D	E
Approach Vol, veh/h	1516			978	533	
Approach Delay, s/veh	15.4			13.3	52.0	
Approach LOS	B			B	D	

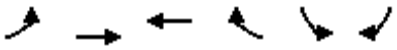
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		21.2	14.7	64.1
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		71.0		* 15	* 13	51.0
Max Q Clear Time (g_c+I1), s		10.1		14.4	7.3	26.7
Green Ext Time (p_c), s		3.1		0.1	0.1	6.1

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

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	962	72	86	96
Future Volume (veh/h)	24	0	962	72	86	96
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	1870	1870
Adj Flow Rate, veh/h	26	0	1046	78	93	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	412	0	2521	1124	151	135
Arrive On Green	0.03	0.00	0.71	0.71	0.08	0.08
Sat Flow, veh/h	1781	26	3647	1585	1781	1585
Grp Volume(v), veh/h	26	4.4	1046	78	93	104
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		12.1	1.5	5.0	6.4
Cycle Q Clear(g_c), s	0.4		12.1	1.5	5.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	412		2521	1124	151	135
V/C Ratio(X)	0.06		0.41	0.07	0.61	0.77
Avail Cap(c_a), veh/h	563		2521	1124	267	238
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3		6.0	4.4	44.2	44.8
Incr Delay (d2), s/veh	0.0		0.5	0.1	1.5	3.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1		3.3	0.4	2.3	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4		6.5	4.6	45.7	48.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1124		197	
Approach Delay, s/veh			6.4		47.1	
Approach LOS			A		D	

Timer - Assigned Phs	1	2	8
Phs Duration (G+Y+Rc), s	8.6	76.9	14.5
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	11.6	56.0	15.0
Max Q Clear Time (g_c+I1), s	7.4	14.1	8.4
Green Ext Time (p_c), s	0.0	3.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

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	6	15	15	105	26	0	6	57	33	3	62	6
Future Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	114	28	0	7	62	36	3	67	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	136	189	37	142	174	49	74	0	0	98	0	0
Stage 1	77	77	-	94	94	-	-	-	-	-	-	-
Stage 2	59	112	-	48	80	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	822	705	1027	814	718	1009	1524	-	-	1493	-	-
Stage 1	923	830	-	902	816	-	-	-	-	-	-	-
Stage 2	946	802	-	959	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	700	1027	783	713	1009	1524	-	-	1493	-	-
Mov Cap-2 Maneuver	793	700	-	783	713	-	-	-	-	-	-	-
Stage 1	918	828	-	897	812	-	-	-	-	-	-	-
Stage 2	909	798	-	923	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.4	0.5	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	793	833	783	713	1493	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.039	0.146	0.04	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.6	9.5	10.4	10.3	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	8	10	0	1	61
Future Vol, veh/h	55	8	10	0	1	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	60	9	11	0	1	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	136	6
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1607	-	-	-	844	1075
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	813	1075
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1069
HCM Lane V/C Ratio	0.037	-	-	-	0.063
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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	8	1	9	36	2	1	6	23	26	0	17	1
Future Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	39	2	1	7	25	28	0	18	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	74	86	19	77	72	39	19	0	0	53	0	0
Stage 1	19	19	-	53	53	-	-	-	-	-	-	-
Stage 2	55	67	-	24	19	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	916	804	1059	912	818	1033	1597	-	-	1553	-	-
Stage 1	1000	880	-	960	851	-	-	-	-	-	-	-
Stage 2	957	839	-	994	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	910	800	1059	899	814	1033	1597	-	-	1553	-	-
Mov Cap-2 Maneuver	910	800	-	899	814	-	-	-	-	-	-	-
Stage 1	995	880	-	955	847	-	-	-	-	-	-	-
Stage 2	949	835	-	984	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.2	0.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	971	897	1553	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.047	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

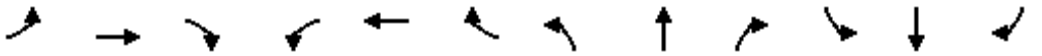
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	35	7	162	21	2	331
Future Vol, veh/h	35	7	162	21	2	331
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
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	38	8	176	23	2	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	552	188	0	0	199	0
Stage 1	188	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	495	854	-	-	1373	-
Stage 1	844	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	495	854	-	-	1373	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	532	1373	-
HCM Lane V/C Ratio	-	-	0.086	0.002	-
HCM Control Delay (s)	-	-	12.4	7.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	141	0	82	0	106	12	136	221	3
Future Volume (veh/h)	0	0	0	141	0	82	0	106	12	136	221	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	153	0	89	0	115	13	148	240	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	296	0	557	0	251	275	631	71	700	705	9
Arrive On Green	0.00	0.00	0.00	0.16	0.00	0.16	0.00	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1308	1870	0	1781	0	1585	1137	1650	187	1262	1843	23
Grp Volume(v), veh/h	0	0	0	153	0	89	0	0	128	148	0	243
Grp Sat Flow(s),veh/h/ln	1308	1870	0	1781	0	1585	1137	0	1837	1262	0	1866
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	1.2	2.3	0.0	2.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	1.2	3.5	0.0	2.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	275	296	0	557	0	251	275	0	703	700	0	714
V/C Ratio(X)	0.00	0.00	0.00	0.27	0.00	0.35	0.00	0.00	0.18	0.21	0.00	0.34
Avail Cap(c_a), veh/h	1219	1646	0	1843	0	1395	928	0	1757	1425	0	1785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.8	0.0	0.0	5.4	6.5	0.0	5.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.6	0.0	0.3	0.0	0.0	0.2	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	10.1	0.0	0.0	5.4	6.6	0.0	5.8
LnGrp LOS	A	A	A	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		0			242			128			391	
Approach Delay, s/veh		0.0			10.2			5.4			6.1	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		10.1		16.0		10.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		3.2		0.0		5.5		4.1				
Green Ext Time (p_c), s		0.3		0.0		0.8		0.3				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Future Volume (veh/h)	171	845	4	169	520	53	21	59	68	77	81	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
Arrive On Green	0.07	0.39	0.39	0.27	0.59	0.59	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1309	1870	1585	1251	1870	1585
Grp Volume(v), veh/h	186	918	4	184	565	58	23	64	74	84	88	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1309	1870	1585	1251	1870	1585
Q Serve(g_s), s	5.3	13.4	0.2	0.0	7.7	1.5	1.7	3.1	4.3	6.6	4.4	0.0
Cycle Q Clear(g_c), s	5.3	13.4	0.2	0.0	7.7	1.5	6.0	3.1	4.3	9.7	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1976	613	711	2109	940	170	222	188	181	222	
V/C Ratio(X)	0.73	0.46	0.01	0.26	0.27	0.06	0.14	0.29	0.39	0.46	0.40	
Avail Cap(c_a), veh/h	674	1976	613	711	2109	940	282	382	323	288	382	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	22.9	18.8	16.2	9.8	8.6	43.6	40.2	40.8	44.7	40.8	0.0
Incr Delay (d2), s/veh	1.5	0.8	0.0	0.1	0.3	0.1	0.1	0.3	0.5	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.1	0.1	2.5	2.6	0.5	0.5	1.4	1.7	2.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	23.7	18.9	16.3	10.1	8.7	43.7	40.5	41.3	45.3	41.2	0.0
LnGrp LOS	D	C	B	B	B	A	D	D	D	D	D	
Approach Vol, veh/h		1108			807			161			172	
Approach Delay, s/veh		27.5			11.4			41.3			43.2	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.9	66.6		19.4	34.6	46.0		19.4
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 20	* 39		20.4	* 20	* 39		20.4
Max Q Clear Time (g_c+I1), s	7.3	9.7		8.0	2.0	15.4		11.7
Green Ext Time (p_c), s	0.2	2.0		0.1	0.0	3.4		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2139	954	214	2622	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.2	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.2	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2139	954	214	2622	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2139	954	505	2622	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.6	46.0	4.1	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.9	10.4	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	

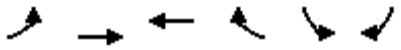
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		* 7.1		* 6.7	* 7.4	7.1
Max Green Setting (Gmax), s		* 65		* 21	* 15	42.9
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.2
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	0	776	250	216	168
Future Volume (veh/h)	130	0	776	250	216	168
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	1870	1870
Adj Flow Rate, veh/h	141	0	843	272	235	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	413	0	2204	983	269	239
Arrive On Green	0.05	0.00	0.62	0.62	0.15	0.15
Sat Flow, veh/h	1781	141	3647	1585	1781	1585
Grp Volume(v), veh/h	141	7.1	843	272	235	183
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	2.8		11.8	7.9	12.9	11.1
Cycle Q Clear(g_c), s	2.8		11.8	7.9	12.9	11.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	413		2204	983	269	239
V/C Ratio(X)	0.34		0.38	0.28	0.87	0.77
Avail Cap(c_a), veh/h	557		2204	983	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.9		9.5	8.7	41.5	40.8
Incr Delay (d2), s/veh	0.2		0.5	0.7	18.0	7.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8		3.9	2.4	7.0	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1		10.0	9.4	59.6	48.5
LnGrp LOS	A		A	A	E	D
Approach Vol, veh/h			1115		418	
Approach Delay, s/veh			9.8		54.7	
Approach LOS			A		D	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	10.9	68.0				21.1
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	51.0				18.0
Max Q Clear Time (g_c+I1), s	4.8	13.8				14.9
Green Ext Time (p_c), s	0.1	2.8				0.2

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

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	67	7	34	21	8	1	11	320	49	0	329	91
Future Vol, veh/h	67	7	34	21	8	1	11	320	49	0	329	91
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	23	9	1	12	348	53	0	358	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	611	833	229	582	856	201	457	0	0	401	0	0
Stage 1	408	408	-	399	399	-	-	-	-	-	-	-
Stage 2	203	425	-	183	457	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	378	303	774	396	294	806	1100	-	-	1154	-	-
Stage 1	591	595	-	598	601	-	-	-	-	-	-	-
Stage 2	780	585	-	801	566	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	366	300	774	367	291	806	1100	-	-	1154	-	-
Mov Cap-2 Maneuver	366	300	-	367	291	-	-	-	-	-	-	-
Stage 1	584	595	-	591	594	-	-	-	-	-	-	-
Stage 2	759	579	-	753	566	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	15.9	0.2	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1100	-	-	366	610	367	313	1154	-	-
HCM Lane V/C Ratio	0.011	-	-	0.199	0.073	0.062	0.031	-	-	-
HCM Control Delay (s)	8.3	-	-	17.3	11.4	15.5	16.9	0	-	-
HCM Lane LOS	A	-	-	C	B	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.2	0.2	0.1	0	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	339	50	39	0	0	381
Future Vol, veh/h	339	50	39	0	0	381
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	368	54	42	0	0	414

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	805	21
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1565	-	-	-	320	1051
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	421	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	245	1051
Mov Cap-2 Maneuver	-	-	-	-	245	-
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	421	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	1051
HCM Lane V/C Ratio	0.235	-	-	-	0.394
HCM Control Delay (s)	8	-	-	-	10.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.9	-	-	-	1.9

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	88	187	1	0	56	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	115	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	468	544	116	516	469	230	117	0	0	306	0	0
Stage 1	116	116	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	505	446	936	470	492	809	1471	-	-	1255	-	-
Stage 1	889	800	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	484	423	936	406	467	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	484	423	-	406	467	-	-	-	-	-	-	-
Stage 1	844	800	-	631	600	-	-	-	-	-	-	-
Stage 2	630	555	-	752	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	22.5	1.3	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	406	1255	-	-
HCM Lane V/C Ratio	0.041	-	-	0.102	0.503	-	-	-
HCM Control Delay (s)	7.6	0	-	9.3	22.5	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	2.7	0	-	-

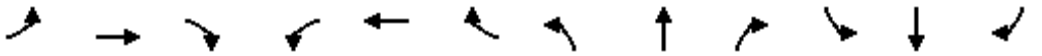
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	11	303	51	7	328
Future Vol, veh/h	33	11	303	51	7	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
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	36	12	329	55	8	357

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	730	357	0	0	384	0
Stage 1	357	-	-	-	-	-
Stage 2	373	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	389	687	-	-	1174	-
Stage 1	708	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	386	687	-	-	1174	-
Mov Cap-2 Maneuver	386	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	691	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.3	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1174	-
HCM Lane V/C Ratio	-	-	0.11	0.006	-
HCM Control Delay (s)	-	-	14.3	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	145	0	92	0	272	167	119	246	0
Future Volume (veh/h)	0	0	0	145	0	92	0	272	167	119	246	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	158	0	100	0	296	182	129	267	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	281	0	514	0	238	246	476	293	456	822	0
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.44	0.44	0.44	0.44	0.00
Sat Flow, veh/h	1295	1870	0	1781	0	1585	1112	1084	666	916	1870	0
Grp Volume(v), veh/h	0	0	0	158	0	100	0	0	478	129	267	0
Grp Sat Flow(s),veh/h/ln	1295	1870	0	1781	0	1585	1112	0	1750	916	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	2.4	0.0	1.7	0.0	0.0	6.2	3.7	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.4	0.0	1.7	0.0	0.0	6.2	9.8	2.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	246	281	0	514	0	238	246	0	769	456	822	0
V/C Ratio(X)	0.00	0.00	0.00	0.31	0.00	0.42	0.00	0.00	0.62	0.28	0.32	0.00
Avail Cap(c_a), veh/h	983	1344	0	1527	0	1139	786	0	1617	900	1728	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	11.6	0.0	11.3	0.0	0.0	6.3	10.1	5.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.4	0.0	0.0	0.3	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.7	0.0	0.5	0.0	0.0	1.2	0.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	11.7	0.0	11.7	0.0	0.0	6.6	10.2	5.4	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		0			258			478			396	
Approach Delay, s/veh		0.0			11.7			6.6			7.0	
Approach LOS					B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.8		10.4		18.8		10.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		8.2		0.0		11.8		4.4				
Green Ext Time (p_c), s		1.5		0.0		1.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Future Volume (veh/h)	316	1739	14	237	605	96	60	168	178	123	112	132
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
Arrive On Green	0.12	0.45	0.45	0.15	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1269	1870	1585	1007	1870	1585
Grp Volume(v), veh/h	343	1890	15	258	658	104	65	183	193	134	122	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1269	1870	1585	1007	1870	1585
Q Serve(g_s), s	9.7	32.5	0.5	7.8	11.8	3.6	4.7	8.8	11.3	9.6	5.7	0.0
Cycle Q Clear(g_c), s	9.7	32.5	0.5	7.8	11.8	3.6	10.4	8.8	11.3	18.4	5.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	2282	709	363	1716	765	233	344	292	168	344	
V/C Ratio(X)	0.83	0.83	0.02	0.71	0.38	0.14	0.28	0.53	0.66	0.80	0.35	
Avail Cap(c_a), veh/h	536	2282	709	384	1716	765	233	344	292	168	344	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.1	24.3	15.4	37.5	16.4	14.3	40.2	36.9	37.9	46.6	35.6	0.0
Incr Delay (d2), s/veh	6.7	3.6	0.1	4.7	0.7	0.4	0.2	0.8	4.4	21.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	12.3	0.2	5.7	4.4	1.3	1.5	4.1	4.7	4.3	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	27.9	15.5	42.2	17.1	14.7	40.4	37.7	42.3	67.9	35.8	0.0
LnGrp LOS	D	C	B	D	B	B	D	D	D	E	D	
Approach Vol, veh/h		2248			1020			441			256	
Approach Delay, s/veh		31.2			23.2			40.1			52.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.4	55.6		26.0	22.0	52.0		26.0
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 16	* 45		18.4	* 16	* 45		18.4
Max Q Clear Time (g_c+I1), s	11.7	13.8		13.3	9.8	34.5		20.4
Green Ext Time (p_c), s	0.2	2.4		0.4	0.0	5.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Future Volume (veh/h)	19	1605	310	232	564	1	322	17	209	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
Arrive On Green	0.15	0.38	0.38	0.16	0.38	0.38	0.12	0.14	0.14	0.06	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	1745	337	252	613	1	350	18	227	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Cycle Q Clear(g_c), s	0.5	32.3	9.8	13.9	12.8	0.0	9.9	0.4	14.3	3.7	5.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	506	1934	600	282	1365	609	413	513	229	195	263	
V/C Ratio(X)	0.04	0.90	0.56	0.89	0.45	0.00	0.85	0.04	0.99	0.68	0.74	
Avail Cap(c_a), veh/h	506	1934	600	287	1365	609	477	513	229	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.7	29.3	8.3	41.2	22.9	9.2	43.1	36.8	42.7	46.3	45.4	0.0
Incr Delay (d2), s/veh	0.0	7.4	3.8	26.5	1.1	0.0	10.6	0.0	57.3	1.5	8.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	13.2	3.7	7.8	5.1	0.0	4.8	0.2	9.2	1.6	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	36.7	12.1	67.8	24.0	9.2	53.7	36.8	100.0	47.8	53.4	0.0
LnGrp LOS	D	D	B	E	C	A	D	D	F	D	D	
Approach Vol, veh/h		2103			866			595			327	
Approach Delay, s/veh		32.7			36.7			70.9			51.2	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	45.0	12.0	20.6	21.8	45.6	18.2	14.5
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 38	13.6	* 8.9	16.1	* 37	13.8	* 7.9
Max Q Clear Time (g_c+I1), s	2.5	14.8	5.7	16.3	15.9	34.3	11.9	7.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.0	1.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1195	200	171	729	305	185
Future Volume (veh/h)	1195	200	171	729	305	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1299	217	186	792	332	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2028	905	253	2551	501	230
Arrive On Green	0.57	0.57	0.07	0.72	0.15	0.15
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1299	217	186	792	332	201
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	24.7	6.8	5.3	8.1	9.1	12.4
Cycle Q Clear(g_c), s	24.7	6.8	5.3	8.1	9.1	12.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2028	905	253	2551	501	230
V/C Ratio(X)	0.64	0.24	0.73	0.31	0.66	0.87
Avail Cap(c_a), veh/h	2028	905	435	2551	529	243
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	10.7	45.4	5.1	40.4	41.9
Incr Delay (d2), s/veh	1.6	0.6	1.6	0.3	2.2	25.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	2.2	2.2	2.2	4.0	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.1	11.3	46.9	5.4	42.6	67.5
LnGrp LOS	B	B	D	A	D	E
Approach Vol, veh/h	1516			978	533	
Approach Delay, s/veh	15.4			13.3	52.0	
Approach LOS	B			B	D	

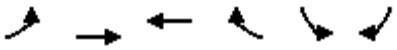
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		78.8		21.2	14.7	64.1
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		71.0		* 15	* 13	51.0
Max Q Clear Time (g_c+I1), s		10.1		14.4	7.3	26.7
Green Ext Time (p_c), s		3.1		0.1	0.1	6.1

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

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	0	962	65	86	96
Future Volume (veh/h)	24	0	962	65	86	96
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	1870	1870
Adj Flow Rate, veh/h	26	0	1046	71	93	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	414	0	2521	1124	151	135
Arrive On Green	0.03	0.00	0.71	0.71	0.08	0.08
Sat Flow, veh/h	1781	26	3647	1585	1781	1585
Grp Volume(v), veh/h	26	4.4	1046	71	93	104
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.4		12.1	1.4	5.0	6.4
Cycle Q Clear(g_c), s	0.4		12.1	1.4	5.0	6.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	414		2521	1124	151	135
V/C Ratio(X)	0.06		0.41	0.06	0.61	0.77
Avail Cap(c_a), veh/h	565		2521	1124	267	238
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.3		6.0	4.4	44.2	44.8
Incr Delay (d2), s/veh	0.0		0.5	0.1	1.5	3.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1		3.3	0.4	2.3	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.4		6.5	4.5	45.7	48.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			1117		197	
Approach Delay, s/veh			6.4		47.1	
Approach LOS			A		D	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	8.6	76.9				14.5
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	11.6	56.0				15.0
Max Q Clear Time (g_c+I1), s	2.4	14.1				8.4
Green Ext Time (p_c), s	0.0	3.5				0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.3
HCM 6th LOS	B

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	6	15	15	105	26	0	6	57	33	3	62	6
Future Vol, veh/h	6	15	15	105	26	0	6	57	33	3	62	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	114	28	0	7	62	36	3	67	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	136	189	37	142	174	49	74	0	0	98	0	0
Stage 1	77	77	-	94	94	-	-	-	-	-	-	-
Stage 2	59	112	-	48	80	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	822	705	1027	814	718	1009	1524	-	-	1493	-	-
Stage 1	923	830	-	902	816	-	-	-	-	-	-	-
Stage 2	946	802	-	959	828	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	700	1027	783	713	1009	1524	-	-	1493	-	-
Mov Cap-2 Maneuver	793	700	-	783	713	-	-	-	-	-	-	-
Stage 1	918	828	-	897	812	-	-	-	-	-	-	-
Stage 2	909	798	-	923	826	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.5	10.4	0.5	0.3
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1524	-	-	793	833	783	713	1493	-	-
HCM Lane V/C Ratio	0.004	-	-	0.008	0.039	0.146	0.04	0.002	-	-
HCM Control Delay (s)	7.4	-	-	9.6	9.5	10.4	10.3	7.4	-	-
HCM Lane LOS	A	-	-	A	A	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	55	8	10	0	1	61
Future Vol, veh/h	55	8	10	0	1	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	60	9	11	0	1	66

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	11	0	-	0	136	6
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1607	-	-	-	844	1075
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1607	-	-	-	813	1075
Mov Cap-2 Maneuver	-	-	-	-	813	-
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	6.4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1607	-	-	-	1069
HCM Lane V/C Ratio	0.037	-	-	-	0.063
HCM Control Delay (s)	7.3	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

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	8	1	9	36	2	1	6	23	26	0	17	1
Future Vol, veh/h	8	1	9	36	2	1	6	23	26	0	17	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	39	2	1	7	25	28	0	18	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	74	86	19	77	72	39	19	0	0	53	0	0
Stage 1	19	19	-	53	53	-	-	-	-	-	-	-
Stage 2	55	67	-	24	19	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	916	804	1059	912	818	1033	1597	-	-	1553	-	-
Stage 1	1000	880	-	960	851	-	-	-	-	-	-	-
Stage 2	957	839	-	994	880	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	910	800	1059	899	814	1033	1597	-	-	1553	-	-
Mov Cap-2 Maneuver	910	800	-	899	814	-	-	-	-	-	-	-
Stage 1	995	880	-	955	847	-	-	-	-	-	-	-
Stage 2	949	835	-	984	880	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.8	9.2	0.8	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	971	897	1553	-	-
HCM Lane V/C Ratio	0.004	-	-	0.02	0.047	-	-	-
HCM Control Delay (s)	7.3	0	-	8.8	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

2026 BACKGROUND PLUS PROJECT

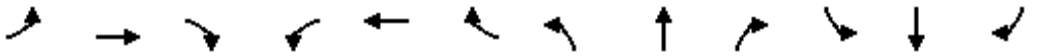
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	21.6	0.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	3
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	422	466	10	425	366	577	35	512	614	4
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	961	1745	106	1155	1855	13
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	426
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	961	0	1851	1155	0	1868
Q Serve(g_s), s	0.1	0.0	2.6	3.5	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.1	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	537	0	435	466	0	434	366	0	612	512	0	618
V/C Ratio(X)	0.01	0.00	0.39	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.69
Avail Cap(c_a), veh/h	1171	0	1209	1058	0	1208	841	0	1528	1083	0	1542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	8.9	11.4	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.0	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			574	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		14.3		16.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.1				
Green Ext Time (p_c), s		0.7		0.5		1.4		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.8	50.3	17.7	15.2	28.1	39.0		32.9
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 14	* 32	16.0	11.4	* 14	* 32		33.4
Max Q Clear Time (g_c+I1), s	10.2	20.4	11.6	7.5	4.6	25.4		6.4
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9
Max Q Clear Time (g_c+I1), s	13.7	19.5	2.9	12.3	26.0	27.9	15.6	6.1
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1350	602	263	1428	637	446	248	211	460	486	217
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	25.0	15.9	5.6	14.9	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	25.0	15.9	5.6	14.9	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1350	602	263	1428	637	446	248	211	460	486	217
V/C Ratio(X)	0.67	0.76	0.54	0.74	0.50	0.56	0.85	0.47	0.85	1.01	0.30	0.80
Avail Cap(c_a), veh/h	435	1350	602	435	1428	637	529	286	243	460	486	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	27.0	24.2	45.2	22.3	23.1	42.6	40.1	42.4	43.3	38.8	41.9
Incr Delay (d2), s/veh	1.5	4.0	3.4	1.6	1.2	3.6	9.8	0.5	20.2	44.9	0.1	17.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.4	6.4	2.3	5.9	7.0	5.2	2.7	5.5	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.9	27.6	46.8	23.6	26.7	52.4	40.6	62.6	88.3	39.0	59.7
LnGrp LOS	D	C	C	D	C	C	D	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.6			28.1			53.1			72.8	
Approach LOS		C			C			D			E	

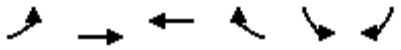
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	47.2	20.0	20.0	15.0	45.0	19.6	20.4
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	31.0	* 13	* 15	* 13	31.0	* 15	* 13
Max Q Clear Time (g_c+I1), s	5.5	19.5	15.3	13.1	7.6	27.0	12.8	12.6
Green Ext Time (p_c), s	0.1	2.6	0.0	0.2	0.1	1.9	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
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	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	19.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	44.0				25.0
Max Q Clear Time (g_c+I1), s	6.2	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	957	1339	351	936	1332	331	702	0	0	662	0	0
Stage 1	653	653	-	630	630	-	-	-	-	-	-	-
Stage 2	304	686	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	152	645	220	153	665	891	-	-	922	-	-
Stage 1	423	462	-	436	473	-	-	-	-	-	-	-
Stage 2	681	446	-	679	439	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	200	150	645	197	151	665	891	-	-	922	-	-
Mov Cap-2 Maneuver	200	150	-	197	151	-	-	-	-	-	-	-
Stage 1	418	462	-	430	467	-	-	-	-	-	-	-
Stage 2	658	440	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.1	34.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	-	200	413	197	165	922	-	-
HCM Lane V/C Ratio	0.013	-	-	0.364	0.108	0.408	0.059	-	-	-
HCM Control Delay (s)	9.1	-	-	33	14.8	35.3	28.2	0	-	-
HCM Lane LOS	A	-	-	D	B	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.6	0.4	1.8	0.2	0	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	461	164	160	0	0	543

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	1164	80
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1417	-	-	-	188	964
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127	964
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

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	0	0	88	187	1	0	5	141	141	0	106	2
Future Vol, veh/h	0	0	88	187	1	0	5	141	141	0	106	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	5	153	153	0	115	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	356	432	116	404	357	230	117	0	0	306	0	0
Stage 1	116	116	-	240	240	-	-	-	-	-	-	-
Stage 2	240	316	-	164	117	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	599	516	936	557	569	809	1471	-	-	1255	-	-
Stage 1	889	800	-	763	707	-	-	-	-	-	-	-
Stage 2	763	655	-	838	799	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	596	514	936	499	567	809	1471	-	-	1255	-	-
Mov Cap-2 Maneuver	596	514	-	499	567	-	-	-	-	-	-	-
Stage 1	885	800	-	760	704	-	-	-	-	-	-	-
Stage 2	759	652	-	752	799	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	17.1	0.1	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1471	-	-	936	499	1255	-	-
HCM Lane V/C Ratio	0.004	-	-	0.102	0.41	-	-	-
HCM Control Delay (s)	7.5	0	-	9.3	17.1	0	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	2	0	-	-

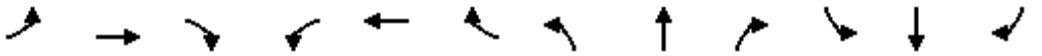
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕		↰	↕	
Traffic Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Future Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	87	36	0	12	95	383	55	8	424	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1051	1072	428	1089	1049	411	432	0	0	438	0	0
Stage 1	444	444	-	601	601	-	-	-	-	-	-	-
Stage 2	607	628	-	488	448	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	220	627	193	227	641	1128	-	-	1122	-	-
Stage 1	593	575	-	487	489	-	-	-	-	-	-	-
Stage 2	483	476	-	561	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	194	627	151	200	641	1128	-	-	1122	-	-
Mov Cap-2 Maneuver	183	194	-	151	200	-	-	-	-	-	-	-
Stage 1	527	571	-	432	434	-	-	-	-	-	-	-
Stage 2	421	423	-	480	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	30.7	1.5	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	562	187	1122	-	-
HCM Lane V/C Ratio	0.084	-	-	0.162	0.256	0.007	-	-
HCM Control Delay (s)	8.5	0	-	12.6	30.7	8.2	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	9
Future Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	158	5	100	125	441	182	129	417	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	11	349	320	17	344	549	722	298	395	1044	25
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1289	50	1543	1262	76	1521	961	1258	519	801	1819	44
Grp Volume(v), veh/h	2	0	128	158	0	105	125	0	623	129	0	427
Grp Sat Flow(s),veh/h/ln	1289	0	1593	1262	0	1597	961	0	1777	801	0	1863
Q Serve(g_s), s	0.1	0.0	4.1	7.2	0.0	3.3	5.0	0.0	13.8	7.6	0.0	7.6
Cycle Q Clear(g_c), s	3.3	0.0	4.1	11.3	0.0	3.3	12.6	0.0	13.8	21.4	0.0	7.6
Prop In Lane	1.00		0.97	1.00		0.95	1.00		0.29	1.00		0.02
Lane Grp Cap(c), veh/h	341	0	360	320	0	361	549	0	1020	395	0	1069
V/C Ratio(X)	0.01	0.00	0.36	0.49	0.00	0.29	0.23	0.00	0.61	0.33	0.00	0.40
Avail Cap(c_a), veh/h	501	0	557	476	0	559	549	0	1020	395	0	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.6	0.0	19.5	24.3	0.0	19.2	10.5	0.0	8.4	15.4	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.4	0.0	0.2	1.0	0.0	2.7	2.2	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.4	2.0	0.0	1.1	1.1	0.0	4.8	1.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.6	0.0	19.8	24.7	0.0	19.4	11.5	0.0	11.1	17.6	0.0	8.2
LnGrp LOS	C	A	B	C	A	B	B	A	B	B	A	A
Approach Vol, veh/h		130			263			748			556	
Approach Delay, s/veh		19.8			22.6			11.2			10.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.4		19.6		40.4		19.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		15.8		6.1		23.4		13.3				
Green Ext Time (p_c), s		2.1		0.3		0.7		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			13.3									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Future Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	550	2242	696	563	2019	900	200	209	177	208	521	
Arrive On Green	0.16	0.44	0.44	0.28	0.57	0.57	0.11	0.11	0.11	0.12	0.28	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1257	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1257	1870	1585	1781	1870	1585
Q Serve(g_s), s	16.9	51.2	2.9	9.7	21.3	7.7	12.1	12.8	10.1	13.5	6.6	0.0
Cycle Q Clear(g_c), s	16.9	51.2	2.9	9.7	21.3	7.7	12.1	12.8	10.1	13.5	6.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	550	2242	696	563	2019	900	200	209	177	208	521	
V/C Ratio(X)	0.90	0.98	0.09	0.46	0.51	0.23	0.64	0.96	1.09	0.97	0.26	
Avail Cap(c_a), veh/h	590	2242	696	563	2019	900	200	209	177	208	521	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	49.5	33.2	19.7	33.3	15.8	12.9	52.7	53.0	30.0	52.8	33.6	0.0
Incr Delay (d2), s/veh	15.7	15.5	0.3	0.2	0.9	0.6	5.2	49.7	93.9	52.9	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	22.5	1.1	5.8	8.0	2.9	4.1	8.9	8.5	9.1	3.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.2	48.7	20.0	33.5	16.7	13.4	57.9	102.8	123.9	105.6	33.7	0.0
LnGrp LOS	E	D	B	C	B	B	E	F	F	F	C	
Approach Vol, veh/h		2767			1499			521			334	
Approach Delay, s/veh		51.0			19.2			99.6			77.0	
Approach LOS		D			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	25.6	75.5	20.0	21.0	41.1	60.0		41.0
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 21	* 45	14.0	13.4	* 13	* 53		33.4
Max Q Clear Time (g_c+I1), s	18.9	23.3	15.5	14.8	11.7	53.2		8.6
Green Ext Time (p_c), s	0.2	4.1	0.0	0.0	0.0	0.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Future Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1529	3919	1217	269	1670	745	455	504	225	186	234	
Arrive On Green	0.44	0.77	0.77	0.15	0.47	0.47	0.13	0.14	0.14	0.05	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.4	21.6	10.8	18.1	30.9	0.1	15.8	0.5	17.0	4.5	6.5	0.0
Cycle Q Clear(g_c), s	0.4	21.6	10.8	18.1	30.9	0.1	15.8	0.5	17.0	4.5	6.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1529	3919	1217	269	1670	745	455	504	225	186	234	
V/C Ratio(X)	0.01	0.57	0.36	1.02	0.70	0.00	1.00	0.04	1.16	0.71	0.83	
Avail Cap(c_a), veh/h	1529	3919	1217	269	1670	745	455	504	225	392	234	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.8	5.8	4.5	51.0	25.0	30.1	52.1	44.4	51.5	55.8	55.4	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.8	60.1	2.4	0.0	42.2	0.0	110.0	1.9	20.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.5	3.3	12.2	12.5	0.0	9.5	0.2	13.6	2.0	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.8	6.4	5.3	111.0	27.5	30.1	94.3	44.4	161.5	57.7	76.3	0.0
LnGrp LOS	B	A	A	F	C	C	F	D	F	E	E	
Approach Vol, veh/h		2692			1437			734			327	
Approach Delay, s/veh		6.3			43.4			117.0			68.8	
Approach LOS		A			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	63.0	12.9	24.1	24.0	101.0	22.0	15.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 56	13.6	* 11	18.1	* 53	* 16	7.9
Max Q Clear Time (g_c+I1), s	12.4	32.9	6.5	19.0	20.1	23.6	17.8	8.5
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	13.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Future Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	1667	743	276	1704	760	383	228	193	338	386	172
Arrive On Green	0.07	0.47	0.47	0.08	0.48	0.48	0.11	0.12	0.12	0.10	0.11	0.11
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	6.2	49.8	12.0	7.5	23.3	24.5	13.0	9.0	14.6	9.5	3.8	11.0
Cycle Q Clear(g_c), s	6.2	49.8	12.0	7.5	23.3	24.5	13.0	9.0	14.6	9.5	3.8	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	1667	743	276	1704	760	383	228	193	338	386	172
V/C Ratio(X)	0.77	0.94	0.34	0.80	0.57	0.59	0.98	0.65	1.30	0.83	0.32	0.86
Avail Cap(c_a), veh/h	363	1667	743	363	1704	760	383	228	193	383	394	176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	30.1	20.1	54.3	22.3	22.6	53.2	50.2	52.7	53.2	49.4	52.6
Incr Delay (d2), s/veh	2.1	11.3	1.2	6.6	1.4	3.3	40.9	4.8	167.7	12.8	0.2	30.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	21.9	4.7	3.4	9.3	9.7	7.9	4.5	14.8	4.7	1.7	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.0	41.4	21.4	60.9	23.7	25.9	94.1	55.1	220.3	66.0	49.5	83.1
LnGrp LOS	E	D	C	E	C	C	F	E	F	E	D	F
Approach Vol, veh/h		1994			1633			774			550	
Approach Delay, s/veh		40.3			29.3			127.6			67.0	
Approach LOS		D			C			F			E	

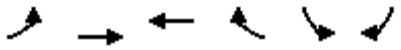
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	64.6	18.4	21.3	17.0	63.3	20.0	19.7
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	53.0	* 13	* 13	* 13	53.0	* 13	* 13
Max Q Clear Time (g_c+I1), s	8.2	26.5	11.5	16.6	9.5	51.8	15.0	13.0
Green Ext Time (p_c), s	0.1	4.7	0.2	0.0	0.1	0.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.3
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	0	1108	264	337	241
Future Volume (veh/h)	133	0	1108	264	337	241
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	1870	1870
Adj Flow Rate, veh/h	145	0	1204	287	366	262
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	277	0	2055	916	395	352
Arrive On Green	0.05	0.00	0.58	0.58	0.22	0.22
Sat Flow, veh/h	1781	145	3647	1585	1781	1585
Grp Volume(v), veh/h	145	14.4	1204	287	366	262
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	4.0		25.9	11.2	24.1	18.5
Cycle Q Clear(g_c), s	4.0		25.9	11.2	24.1	18.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	277		2055	916	395	352
V/C Ratio(X)	0.52		0.59	0.31	0.93	0.74
Avail Cap(c_a), veh/h	485		2055	916	490	436
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8		16.1	13.0	45.7	43.5
Incr Delay (d2), s/veh	0.6		1.2	0.9	19.3	3.8
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4		9.7	3.8	12.7	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.4		17.4	13.9	65.0	47.4
LnGrp LOS	B		B	B	E	D
Approach Vol, veh/h			1491		628	
Approach Delay, s/veh			16.7		57.6	
Approach LOS			B		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	12.0	75.4				32.6
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	20.0	49.0				33.0
Max Q Clear Time (g_c+I1), s	6.0	27.9				26.1
Green Ext Time (p_c), s	0.1	4.2				0.5

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

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	6	15	15	179	26	0	6	223	111	3	202	6
Future Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	195	28	0	7	242	121	3	220	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	379	607	114	441	550	182	227	0	0	363	0	0
Stage 1	230	230	-	317	317	-	-	-	-	-	-	-
Stage 2	149	377	-	124	233	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	553	409	917	500	441	829	1339	-	-	1192	-	-
Stage 1	752	713	-	669	653	-	-	-	-	-	-	-
Stage 2	838	614	-	867	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	406	917	474	437	829	1339	-	-	1192	-	-
Mov Cap-2 Maneuver	523	406	-	474	437	-	-	-	-	-	-	-
Stage 1	748	711	-	666	650	-	-	-	-	-	-	-
Stage 2	797	611	-	830	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	17.3	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	523	563	474	437	1192	-	-
HCM Lane V/C Ratio	0.005	-	-	0.012	0.058	0.41	0.065	0.003	-	-
HCM Control Delay (s)	7.7	-	-	12	11.8	17.8	13.8	8	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	2	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	157	79	76	0	1	135
Future Vol, veh/h	157	79	76	0	1	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	171	86	83	0	1	147

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	83	0	-	0	468	42
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1512	-	-	-	524	1019
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	465	1019
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	1010
HCM Lane V/C Ratio	0.113	-	-	-	0.146
HCM Control Delay (s)	7.7	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Future Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	79	2	1	7	77	80	0	59	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	231	60	196	191	117	60	0	0	157	0	0
Stage 1	60	60	-	131	131	-	-	-	-	-	-	-
Stage 2	133	171	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	669	1005	763	704	935	1544	-	-	1423	-	-
Stage 1	951	845	-	873	788	-	-	-	-	-	-	-
Stage 2	870	757	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	666	1005	752	700	935	1544	-	-	1423	-	-
Mov Cap-2 Maneuver	762	666	-	752	700	-	-	-	-	-	-	-
Stage 1	946	845	-	869	784	-	-	-	-	-	-	-
Stage 2	862	753	-	936	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	10.4	0.3	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	859	752	1423	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.11	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

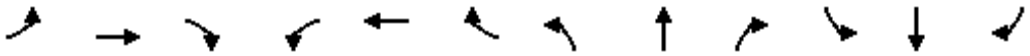
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	21.6	0.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.8	50.3	17.7	15.2	28.1	39.0		32.9
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 14	* 32	16.0	11.4	* 14	* 32		33.4
Max Q Clear Time (g_c+I1), s	10.2	20.4	11.6	7.5	4.6	25.4		6.4
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9
Max Q Clear Time (g_c+I1), s	13.3	19.5	2.9	12.3	26.0	27.9	15.6	6.1
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	

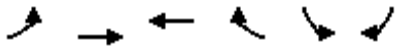
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	33.0	* 13	* 13	* 13	33.0	* 13	* 13
Max Q Clear Time (g_c+I1), s	5.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
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	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	19.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	44.0				25.0
Max Q Clear Time (g_c+I1), s	6.2	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
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	-	-	Free	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	957	1227	351	880	1276	275	702	0	-	550	0	0
Stage 1	653	653	-	574	574	-	-	-	-	-	-	-
Stage 2	304	574	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	177	645	241	165	722	891	-	0	1016	-	-
Stage 1	423	462	-	471	501	-	-	-	0	-	-	-
Stage 2	681	501	-	679	439	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	201	175	645	217	163	722	891	-	-	1016	-	-
Mov Cap-2 Maneuver	201	175	-	217	163	-	-	-	-	-	-	-
Stage 1	418	462	-	465	494	-	-	-	-	-	-	-
Stage 2	659	494	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	30.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	201	442	217	178	1016	-	-
HCM Lane V/C Ratio	0.013	-	0.362	0.101	0.371	0.055	-	-	-
HCM Control Delay (s)	9.1	-	32.7	14.1	31	26.4	0	-	-
HCM Lane LOS	A	-	D	B	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	1.6	0.3	1.6	0.2	0	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	461	164	160	0	0	543

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	1164	80
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1417	-	-	-	188	964
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127	964
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-	-
HCM Lane LOS	A	A	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-	-

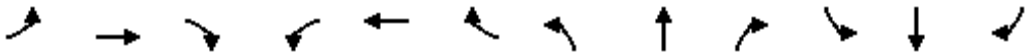
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Future Vol, veh/h	4	0	80	33	0	11	87	352	51	7	390	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	200	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	0	87	36	0	12	95	383	55	8	424	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1051	1072	428	1089	1049	411	432	0	0	438	0	0
Stage 1	444	444	-	601	601	-	-	-	-	-	-	-
Stage 2	607	628	-	488	448	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	205	220	627	193	227	641	1128	-	-	1122	-	-
Stage 1	593	575	-	487	489	-	-	-	-	-	-	-
Stage 2	483	476	-	561	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	194	627	151	200	641	1128	-	-	1122	-	-
Mov Cap-2 Maneuver	183	194	-	151	200	-	-	-	-	-	-	-
Stage 1	527	571	-	432	434	-	-	-	-	-	-	-
Stage 2	421	423	-	480	569	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	30.7	1.5	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	562	187	1122	-	-
HCM Lane V/C Ratio	0.084	-	-	0.162	0.256	0.007	-	-
HCM Control Delay (s)	8.5	0	-	12.6	30.7	8.2	-	-
HCM Lane LOS	A	A	-	B	D	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.6	1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	4
Future Volume (veh/h)	2	4	114	145	5	92	115	406	167	119	384	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	158	5	100	125	441	182	129	417	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	398	12	366	377	18	360	495	620	256	338	911	9
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1289	50	1543	1262	76	1521	966	1258	519	801	1849	18
Grp Volume(v), veh/h	2	0	128	158	0	105	125	0	623	129	0	421
Grp Sat Flow(s),veh/h/ln	1289	0	1593	1262	0	1597	966	0	1777	801	0	1867
Q Serve(g_s), s	0.1	0.0	3.0	5.3	0.0	2.4	4.3	0.0	12.2	6.7	0.0	6.6
Cycle Q Clear(g_c), s	2.4	0.0	3.0	8.2	0.0	2.4	10.9	0.0	12.2	18.8	0.0	6.6
Prop In Lane	1.00		0.97	1.00		0.95	1.00		0.29	1.00		0.01
Lane Grp Cap(c), veh/h	398	0	377	377	0	378	495	0	875	338	0	920
V/C Ratio(X)	0.01	0.00	0.34	0.42	0.00	0.28	0.25	0.00	0.71	0.38	0.00	0.46
Avail Cap(c_a), veh/h	703	0	754	676	0	756	607	0	1081	430	0	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	14.0	17.5	0.0	13.8	10.9	0.0	8.8	16.1	0.0	7.4
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.3	0.0	0.1	0.1	0.0	1.1	0.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.9	1.4	0.0	0.7	0.8	0.0	3.5	1.1	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	0.0	14.2	17.7	0.0	14.0	11.0	0.0	9.9	16.4	0.0	7.5
LnGrp LOS	B	A	B	B	A	B	B	A	A	B	A	A
Approach Vol, veh/h		130			263			748			550	
Approach Delay, s/veh		14.2			16.2			10.1			9.6	
Approach LOS		B			B			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.9		16.5		27.9		16.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		14.2		5.0		20.8		10.2				
Green Ext Time (p_c), s		2.2		0.3		1.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			11.2									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Future Volume (veh/h)	456	2029	61	237	953	189	118	184	178	185	122	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	552	2345	728	541	2039	909	195	207	176	206	509	
Arrive On Green	0.16	0.46	0.46	0.27	0.57	0.57	0.11	0.11	0.11	0.12	0.27	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1257	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	496	2205	66	258	1036	205	128	200	193	201	133	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1257	1870	1585	1781	1870	1585
Q Serve(g_s), s	18.3	53.4	3.1	10.7	22.8	8.2	13.1	13.8	11.0	14.6	7.2	0.0
Cycle Q Clear(g_c), s	18.3	53.4	3.1	10.7	22.8	8.2	13.1	13.8	11.0	14.6	7.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	552	2345	728	541	2039	909	195	207	176	206	509	
V/C Ratio(X)	0.90	0.94	0.09	0.48	0.51	0.23	0.66	0.97	1.10	0.98	0.26	
Avail Cap(c_a), veh/h	678	2345	728	541	2039	909	195	207	176	206	509	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.6	33.5	19.8	37.3	16.7	13.6	57.2	57.6	33.5	57.3	37.1	0.0
Incr Delay (d2), s/veh	11.7	9.1	0.2	0.2	0.9	0.6	6.3	52.2	97.0	56.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	22.3	1.1	6.5	8.8	3.1	4.5	9.5	9.0	9.8	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.3	42.5	20.1	37.6	17.6	14.1	63.6	109.7	130.5	113.6	37.2	0.0
LnGrp LOS	E	D	C	D	B	B	E	F	F	F	D	
Approach Vol, veh/h		2767			1499			521			334	
Approach Delay, s/veh		46.1			20.6			106.1			83.1	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	27.3	81.9	21.0	22.0	42.2	67.0		43.0
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 26	* 48	15.0	14.4	* 14	* 60		35.4
Max Q Clear Time (g_c+I1), s	20.3	24.8	16.6	15.8	12.7	55.4		9.2
Green Ext Time (p_c), s	0.4	4.2	0.0	0.0	0.0	3.3		0.3

Intersection Summary	
HCM 6th Ctrl Delay	47.1
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Future Volume (veh/h)	19	2051	407	252	1069	1	419	17	240	121	179	478
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1412	3892	1208	275	1788	797	447	482	215	183	216	
Arrive On Green	0.41	0.76	0.76	0.15	0.50	0.50	0.13	0.14	0.14	0.05	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	21	2229	442	274	1162	1	455	18	261	132	195	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	23.9	11.9	20.0	31.4	0.1	16.8	0.6	17.6	4.9	7.1	0.0
Cycle Q Clear(g_c), s	0.5	23.9	11.9	20.0	31.4	0.1	16.8	0.6	17.6	4.9	7.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1412	3892	1208	275	1788	797	447	482	215	183	216	
V/C Ratio(X)	0.01	0.57	0.37	0.99	0.65	0.00	1.02	0.04	1.21	0.72	0.90	
Avail Cap(c_a), veh/h	1412	3892	1208	275	1788	797	447	482	215	362	216	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	6.5	5.1	54.9	23.8	28.2	56.6	48.8	56.2	60.6	60.7	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.9	52.7	1.8	0.0	47.4	0.0	131.2	2.0	35.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.6	3.8	12.7	12.7	0.0	10.3	0.3	14.9	2.2	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	7.1	5.9	107.6	25.7	28.2	104.0	48.8	187.4	62.7	95.9	0.0
LnGrp LOS	C	A	A	F	C	C	F	D	F	E	F	
Approach Vol, veh/h		2692			1437			734			327	
Approach Delay, s/veh		7.1			41.3			132.3			82.5	
Approach LOS		A			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	72.0	13.3	24.7	26.0	108.0	23.0	15.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 65	13.6	* 12	20.1	* 60	* 17	7.9
Max Q Clear Time (g_c+I1), s	2.5	33.4	6.9	19.6	22.0	25.9	18.8	9.1
Green Ext Time (p_c), s	0.0	4.8	0.0	0.0	0.0	14.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Future Volume (veh/h)	168	1434	232	202	890	410	346	135	231	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	1715	765	271	1750	781	424	229	205	331	364	162
Arrive On Green	0.07	0.48	0.48	0.08	0.49	0.49	0.12	0.13	0.13	0.10	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1777	1585	3456	3554	1585
Grp Volume(v), veh/h	183	1559	252	220	967	446	376	147	251	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.8	52.6	12.7	8.1	24.7	25.8	13.9	10.2	16.8	10.4	4.1	12.0
Cycle Q Clear(g_c), s	6.8	52.6	12.7	8.1	24.7	25.8	13.9	10.2	16.8	10.4	4.1	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	237	1715	765	271	1750	781	424	229	205	331	364	162
V/C Ratio(X)	0.77	0.91	0.33	0.81	0.55	0.57	0.89	0.64	1.23	0.85	0.34	0.91
Avail Cap(c_a), veh/h	601	1715	765	335	1750	781	433	229	205	354	364	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	31.0	20.7	58.9	23.0	23.3	56.1	53.7	56.6	57.8	54.2	57.8
Incr Delay (d2), s/veh	2.0	8.7	1.2	9.4	1.3	3.0	18.5	4.6	137.2	16.2	0.2	45.3
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	3.0	22.7	5.0	3.8	9.9	10.2	7.2	4.9	14.6	5.3	1.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	39.6	21.8	68.4	24.3	26.3	74.6	58.4	193.8	74.0	54.4	103.0
LnGrp LOS	E	D	C	E	C	C	E	E	F	E	D	F
Approach Vol, veh/h		1994			1633			774			550	
Approach Delay, s/veh		39.4			30.8			110.2			77.5	
Approach LOS		D			C			F			E	

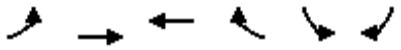
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	71.0	19.2	23.5	17.6	69.7	22.6	20.0
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 23	50.0	* 13	* 16	* 13	60.0	* 16	* 13
Max Q Clear Time (g_c+I1), s	18.8	27.8	12.4	18.8	10.1	54.6	15.9	14.0
Green Ext Time (p_c), s	0.2	4.6	0.1	0.0	0.1	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	0	1108	264	241	200
Future Volume (veh/h)	133	0	1108	264	241	200
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	1870	1870
Adj Flow Rate, veh/h	145	0	1204	287	262	217
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	301	0	2331	1040	290	258
Arrive On Green	0.04	0.00	0.66	0.66	0.16	0.16
Sat Flow, veh/h	1781	145	3647	1585	1781	1585
Grp Volume(v), veh/h	145	10.3	1204	287	262	217
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	3.5		22.9	9.9	18.8	17.3
Cycle Q Clear(g_c), s	3.5		22.9	9.9	18.8	17.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	301		2331	1040	290	258
V/C Ratio(X)	0.48		0.52	0.28	0.90	0.84
Avail Cap(c_a), veh/h	540		2331	1040	438	390
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.9		11.6	9.4	53.4	52.8
Incr Delay (d2), s/veh	0.4		0.8	0.7	11.8	6.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2		8.1	3.2	9.3	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3		12.5	10.0	65.2	59.0
LnGrp LOS	B		B	B	E	E
Approach Vol, veh/h			1491		479	
Approach Delay, s/veh			12.0		62.4	
Approach LOS			B		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	11.5	91.3				27.2
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	23.0	57.0				32.0
Max Q Clear Time (g_c+I1), s	5.5	24.9				20.8
Green Ext Time (p_c), s	0.1	4.4				0.4

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

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	6	15	15	179	26	0	6	223	111	3	202	6
Future Vol, veh/h	6	15	15	179	26	0	6	223	111	3	202	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	16	16	195	28	0	7	242	121	3	220	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	379	607	114	441	550	182	227	0	0	363	0	0
Stage 1	230	230	-	317	317	-	-	-	-	-	-	-
Stage 2	149	377	-	124	233	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	553	409	917	500	441	829	1339	-	-	1192	-	-
Stage 1	752	713	-	669	653	-	-	-	-	-	-	-
Stage 2	838	614	-	867	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	523	406	917	474	437	829	1339	-	-	1192	-	-
Mov Cap-2 Maneuver	523	406	-	474	437	-	-	-	-	-	-	-
Stage 1	748	711	-	666	650	-	-	-	-	-	-	-
Stage 2	797	611	-	830	709	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.8	17.3	0.1	0.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1339	-	-	523	563	474	437	1192	-	-
HCM Lane V/C Ratio	0.005	-	-	0.012	0.058	0.41	0.065	0.003	-	-
HCM Control Delay (s)	7.7	-	-	12	11.8	17.8	13.8	8	-	-
HCM Lane LOS	A	-	-	B	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.2	2	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	157	79	76	0	1	135
Future Vol, veh/h	157	79	76	0	1	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	171	86	83	0	1	147

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	83	0	-	0	468	42
Stage 1	-	-	-	-	83	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1512	-	-	-	524	1019
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1512	-	-	-	465	1019
Mov Cap-2 Maneuver	-	-	-	-	465	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	SB
HCM Control Delay, s	5.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	1010
HCM Lane V/C Ratio	0.113	-	-	-	0.146
HCM Control Delay (s)	7.7	-	-	-	9.2
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.4	-	-	-	0.5

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Future Vol, veh/h	8	1	9	73	2	1	6	71	74	0	54	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	10	79	2	1	7	77	80	0	59	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	193	231	60	196	191	117	60	0	0	157	0	0
Stage 1	60	60	-	131	131	-	-	-	-	-	-	-
Stage 2	133	171	-	65	60	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	767	669	1005	763	704	935	1544	-	-	1423	-	-
Stage 1	951	845	-	873	788	-	-	-	-	-	-	-
Stage 2	870	757	-	946	845	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	762	666	1005	752	700	935	1544	-	-	1423	-	-
Mov Cap-2 Maneuver	762	666	-	752	700	-	-	-	-	-	-	-
Stage 1	946	845	-	869	784	-	-	-	-	-	-	-
Stage 2	862	753	-	936	845	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	10.4	0.3	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1544	-	-	859	752	1423	-	-
HCM Lane V/C Ratio	0.004	-	-	0.023	0.11	-	-	-
HCM Control Delay (s)	7.3	0	-	9.3	10.4	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0	-	-

2050 BACKGROUND

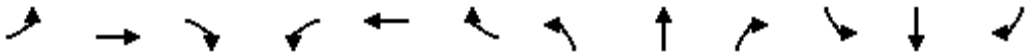
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	0	0	0	32	0	6	3	337	49	2	295	0
Future Vol, veh/h	0	0	0	32	0	6	3	337	49	2	295	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	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	35	0	7	3	366	53	2	321	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	727	750	321	724	724	393	321	0	0	419	0	0
Stage 1	325	325	-	399	399	-	-	-	-	-	-	-
Stage 2	402	425	-	325	325	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	339	340	720	341	352	656	1239	-	-	1140	-	-
Stage 1	687	649	-	627	602	-	-	-	-	-	-	-
Stage 2	625	586	-	687	649	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	334	338	720	340	350	656	1239	-	-	1140	-	-
Mov Cap-2 Maneuver	334	338	-	340	350	-	-	-	-	-	-	-
Stage 1	685	648	-	625	600	-	-	-	-	-	-	-
Stage 2	617	584	-	686	648	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	16	0.1	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	-	368	1140	-	-
HCM Lane V/C Ratio	0.003	-	-	-	0.112	0.002	-	-
HCM Control Delay (s)	7.9	0	-	0	16	8.2	-	-
HCM Lane LOS	A	A	-	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Future Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	283	0	163	0	211	24	153	248	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	432	0	663	0	366	252	576	66	543	654	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1223	1870	0	1781	0	1585	1132	1649	188	1145	1870	0
Grp Volume(v), veh/h	0	0	0	283	0	163	0	0	235	153	248	0
Grp Sat Flow(s),veh/h/ln	1223	1870	0	1781	0	1585	1132	0	1837	1145	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	3.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	6.0	2.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	252	432	0	663	0	366	252	0	642	543	654	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.45	0.00	0.00	0.37	0.28	0.38	0.00
Avail Cap(c_a), veh/h	952	1504	0	1684	0	1274	845	0	1605	1143	1634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.4	0.0	0.0	6.9	9.2	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	0.0	0.6	0.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	9.7	0.0	0.0	7.1	9.3	7.1	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			446			235			401	
Approach Delay, s/veh		0.0			10.0			7.1			7.9	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.0		12.6		16.0		12.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		23.0		25.0		23.0				
Max Q Clear Time (g_c+I1), s		4.7		0.0		8.0		6.2				
Green Ext Time (p_c), s		0.6		0.0		0.9		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			8.6									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Future Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1721	534	984	1973	880	137	177		160	292	
Arrive On Green	0.07	0.34	0.34	0.28	0.56	0.56	0.05	0.05	0.00	0.05	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1295	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1295	1777	1585	1728	1870	1585
Q Serve(g_s), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Cycle Q Clear(g_c), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1721	534	984	1973	880	137	177		160	292	
V/C Ratio(X)	0.73	0.54	0.01	0.21	0.33	0.07	0.26	0.55		0.59	0.34	
Avail Cap(c_a), veh/h	536	1721	534	984	1973	880	194	334		484	550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	26.9	22.0	27.2	12.1	10.3	46.4	46.4	0.0	46.8	37.6	0.0
Incr Delay (d2), s/veh	1.5	1.2	0.0	0.0	0.4	0.2	0.4	1.0	0.0	3.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	0.1	1.8	3.5	0.7	0.9	1.2	0.0	1.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.1	22.1	27.3	12.5	10.5	46.7	47.4	0.0	50.2	37.9	0.0
LnGrp LOS	D	C	C	C	B	B	D	D		D	D	
Approach Vol, veh/h		1120			916			132			195	
Approach Delay, s/veh		31.2			15.7			47.2			43.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	13.9	62.8	10.6	12.6	35.8	41.0		23.2
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 16	* 34	14.0	9.4	* 16	* 34		29.4
Max Q Clear Time (g_c+I1), s	7.3	11.8	4.7	4.7	6.6	16.7		6.8
Green Ext Time (p_c), s	0.2	2.2	0.2	0.1	0.0	3.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Future Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
Arrive On Green	0.04	0.42	0.42	0.14	0.49	0.49	0.13	0.16	0.16	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
V/C Ratio(X)	0.46	0.37	0.37	0.86	0.18	0.01	0.85	0.11	0.64	0.31	0.67	
Avail Cap(c_a), veh/h	425	2125	660	695	1747	779	650	568	253	470	316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	20.1	20.1	42.3	14.2	13.0	42.6	35.9	39.3	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.8	0.5	1.6	5.2	0.2	0.0	5.2	0.0	4.3	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.1	5.0	1.8	0.1	4.9	0.6	4.0	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	20.6	21.7	47.5	14.4	13.1	47.8	36.0	43.7	48.3	47.3	0.0
LnGrp LOS	D	C	C	D	B	B	D	D	D	D	D	
Approach Vol, veh/h		1094			729			605			177	
Approach Delay, s/veh		22.5			32.8			45.5			47.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	55.8	9.2	23.1	19.5	48.2	19.1	13.2
Change Period (Y+Rc), s	* 7.7	6.6	6.4	* 7.1	5.9	* 6.6	* 6.2	7.1
Max Green Setting (Gmax), s	* 12	32.4	13.6	* 15	20.1	* 27	* 19	8.9
Max Q Clear Time (g_c+I1), s	13.5	6.9	2.9	11.6	13.5	12.6	12.8	6.1
Green Ext Time (p_c), s	0.0	1.0	0.0	0.1	0.1	2.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2143	956	214	2626	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.1	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.1	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2143	956	214	2626	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2143	956	505	2626	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.5	46.0	4.0	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	10.3	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	

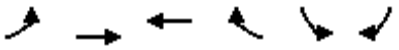
Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	80.9		19.1	13.6	67.3
Change Period (Y+Rc), s	7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s	65.0		* 21	* 15	43.0
Max Q Clear Time (g_c+I1), s	6.8		12.0	6.2	14.1
Green Ext Time (p_c), s	2.0		0.4	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	0	776	51	89	70
Future Volume (veh/h)	72	0	776	51	89	70
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	1870	1870
Adj Flow Rate, veh/h	78	0	843	55	97	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	529	0	2494	1112	132	117
Arrive On Green	0.04	0.00	0.70	0.70	0.07	0.07
Sat Flow, veh/h	1781	78	3647	1585	1781	1585
Grp Volume(v), veh/h	78	3.9	843	55	97	76
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	1.2		9.3	1.1	5.3	4.7
Cycle Q Clear(g_c), s	1.2		9.3	1.1	5.3	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	529		2494	1112	132	117
V/C Ratio(X)	0.15		0.34	0.05	0.74	0.65
Avail Cap(c_a), veh/h	681		2494	1112	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9		5.8	4.6	45.4	45.0
Incr Delay (d2), s/veh	0.0		0.4	0.1	3.0	2.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		2.6	0.3	2.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9		6.2	4.7	48.3	47.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			898		173	
Approach Delay, s/veh			6.1		47.9	
Approach LOS			A		D	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	10.4	76.2				13.4
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	51.0				18.0
Max Q Clear Time (g_c+I1), s	7.3	11.3				7.3
Green Ext Time (p_c), s	0.0	2.6				0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Future Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	3	38	4	0	0	4	115	13	0	129	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	286	86	196	301	64	171	0	0	128	0	0
Stage 1	150	150	-	130	130	-	-	-	-	-	-	-
Stage 2	66	136	-	66	171	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	722	622	956	745	610	987	1404	-	-	1456	-	-
Stage 1	837	772	-	860	788	-	-	-	-	-	-	-
Stage 2	937	783	-	937	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	620	956	711	608	987	1404	-	-	1456	-	-
Mov Cap-2 Maneuver	721	620	-	711	608	-	-	-	-	-	-	-
Stage 1	834	772	-	857	786	-	-	-	-	-	-	-
Stage 2	934	781	-	896	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	721	917	711	-	1456	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.045	0.006	-	-	-	-
HCM Control Delay (s)	7.6	-	-	10.5	9.1	10.1	0	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	144	21	14	0	0	144
Future Vol, veh/h	144	21	14	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	157	23	15	0	0	157

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	341	8
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1601	-	-	-	629	1072
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	567	1072
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	1072
HCM Lane V/C Ratio	0.098	-	-	-	0.146
HCM Control Delay (s)	7.5	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Future Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	25	1	0	35	66	66	0	14	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	185	217	15	190	185	99	16	0	0	132	0	0
Stage 1	15	15	-	169	169	-	-	-	-	-	-	-
Stage 2	170	202	-	21	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	776	681	1065	770	709	957	1602	-	-	1453	-	-
Stage 1	1005	883	-	833	759	-	-	-	-	-	-	-
Stage 2	832	734	-	998	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	761	665	1065	748	692	957	1602	-	-	1453	-	-
Mov Cap-2 Maneuver	761	665	-	748	692	-	-	-	-	-	-	-
Stage 1	981	883	-	813	741	-	-	-	-	-	-	-
Stage 2	811	716	-	987	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	10	1.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1065	745	1453	-	-
HCM Lane V/C Ratio	0.022	-	-	0.011	0.035	-	-	-
HCM Control Delay (s)	7.3	0	-	8.4	10	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-	-

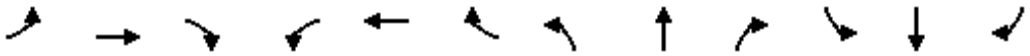
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	0	0	0	30	0	11	0	473	79	16	787	0
Future Vol, veh/h	0	0	0	30	0	11	0	473	79	16	787	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	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	33	0	12	0	514	86	17	855	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1452	1489	855	1446	1446	557	855	0	0	600	0	0
Stage 1	889	889	-	557	557	-	-	-	-	-	-	-
Stage 2	563	600	-	889	889	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	108	124	358	109	132	530	785	-	-	977	-	-
Stage 1	338	361	-	515	512	-	-	-	-	-	-	-
Stage 2	511	490	-	338	361	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	104	122	358	108	130	530	785	-	-	977	-	-
Mov Cap-2 Maneuver	104	122	-	108	130	-	-	-	-	-	-	-
Stage 1	338	355	-	515	512	-	-	-	-	-	-	-
Stage 2	499	490	-	332	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	43.5	0	0.2
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	785	-	-	-	137	977	-	-
HCM Lane V/C Ratio	-	-	-	-	0.325	0.018	-	-
HCM Control Delay (s)	0	-	-	0	43.5	8.8	-	-
HCM Lane LOS	A	-	-	A	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Future Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	225	0	142	0	458	280	300	588	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	321	0	459	0	272	153	623	381	342	1073	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1246	1870	0	1781	0	1585	828	1087	664	720	1870	0
Grp Volume(v), veh/h	0	0	0	225	0	142	0	0	738	300	588	0
Grp Sat Flow(s),veh/h/ln	1246	1870	0	1781	0	1585	828	0	1751	720	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	12.4	9.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	27.0	9.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	153	321	0	459	0	272	153	0	1004	342	1073	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.00	0.74	0.88	0.55	0.00
Avail Cap(c_a), veh/h	495	834	0	947	0	707	153	0	1004	342	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.5	0.0	17.7	0.0	0.0	7.4	19.6	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	2.5	21.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	4.1	5.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.8	0.0	18.3	0.0	0.0	9.9	40.7	6.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			367			738			888	
Approach Delay, s/veh		0.0			18.6			9.9			18.1	
Approach LOS					B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.1		33.0		14.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0				
Max Q Clear Time (g_c+I1), s		16.6		0.0		29.0		7.6				
Green Ext Time (p_c), s		2.2		0.0		0.0		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			15.2									
HCM 6th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Future Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
Arrive On Green	0.12	0.43	0.43	0.27	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1152	1870	1585	862	1870	1585
Grp Volume(v), veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1152	1870	1585	862	1870	1585
Q Serve(g_s), s	12.6	49.0	0.7	9.7	12.9	3.5	8.6	14.1	18.4	20.3	11.9	0.0
Cycle Q Clear(g_c), s	12.6	49.0	0.7	9.7	12.9	3.5	20.5	14.1	18.4	34.4	11.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
V/C Ratio(X)	0.86	0.97	0.02	0.47	0.35	0.11	0.34	0.49	0.62	1.22	0.43	
Avail Cap(c_a), veh/h	562	2200	683	552	2086	931	276	536	454	206	536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	33.4	19.6	33.9	12.9	10.9	43.1	35.5	37.1	52.8	34.8	0.0
Incr Delay (d2), s/veh	8.6	13.3	0.1	0.2	0.5	0.2	0.3	0.3	1.8	135.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	21.3	0.3	5.8	4.7	1.2	2.5	6.5	7.3	14.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.7	19.7	34.2	13.3	11.2	43.4	35.8	38.9	188.4	35.0	0.0
LnGrp LOS	E	D	B	C	B	B	D	D	D	F	C	
Approach Vol, veh/h		2521			1094			637			481	
Approach Delay, s/veh		48.5			18.1			38.3			115.4	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.4	77.8		42.0	40.2	59.0		42.0
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 20	* 45		34.4	* 13	* 52		34.4
Max Q Clear Time (g_c+I1), s	14.6	14.9		22.5	11.7	51.0		36.4
Green Ext Time (p_c), s	0.3	2.7		0.8	0.0	0.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Future Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
Arrive On Green	0.24	0.54	0.54	0.18	0.47	0.47	0.11	0.13	0.13	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Cycle Q Clear(g_c), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
V/C Ratio(X)	0.03	0.76	0.47	0.95	0.48	0.00	0.86	0.04	1.06	0.77	0.94	
Avail Cap(c_a), veh/h	840	2774	861	313	1670	745	397	449	200	392	293	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	21.4	10.9	48.9	21.7	14.2	52.6	46.0	52.4	54.8	54.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	1.9	37.7	1.0	0.0	15.6	0.0	80.0	2.0	37.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	5.6	11.8	7.3	0.0	5.6	0.2	10.5	2.9	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	23.5	12.7	86.6	22.7	14.2	68.1	46.0	132.4	56.8	92.4	0.0
LnGrp LOS	C	C	B	F	C	B	E	D	F	E	F	
Approach Vol, veh/h		2550			1097			552			467	
Approach Delay, s/veh		21.8			40.0			92.2			77.9	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.4	63.0	14.9	21.4	27.0	73.4	19.3	17.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 56	13.6	* 11	21.1	* 50	13.8	* 9.9
Max Q Clear Time (g_c+I1), s	12.7	20.4	8.5	17.2	21.9	40.9	13.1	11.3
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	6.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1210	179	161	756	467	284
Future Volume (veh/h)	1210	179	161	756	467	284
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1315	195	175	822	508	309
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1744	778	421	2387	729	334
Arrive On Green	0.49	0.49	0.12	0.67	0.21	0.21
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1315	195	175	822	508	309
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	35.9	8.6	5.6	11.9	16.3	22.9
Cycle Q Clear(g_c), s	35.9	8.6	5.6	11.9	16.3	22.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1744	778	421	2387	729	334
V/C Ratio(X)	0.75	0.25	0.42	0.34	0.70	0.92
Avail Cap(c_a), veh/h	1744	778	421	2387	786	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	17.7	48.8	8.4	43.8	46.4
Incr Delay (d2), s/veh	3.1	0.8	0.2	0.4	2.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	3.1	2.4	3.9	7.2	20.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	18.5	49.0	8.8	45.8	73.5
LnGrp LOS	C	B	D	A	D	E
Approach Vol, veh/h	1510			997	817	
Approach Delay, s/veh	26.6			15.9	56.3	
Approach LOS	C			B	E	

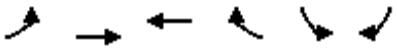
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		32.0	22.0	66.0
Change Period (Y+Rc), s		* 7.4		* 6.7	7.4	* 7.1
Max Green Setting (Gmax), s		* 79		* 27	12.6	* 59
Max Q Clear Time (g_c+I1), s		13.9		24.9	7.6	37.9
Green Ext Time (p_c), s		3.3		0.4	0.1	5.9

Intersection Summary		
HCM 6th Ctrl Delay		30.7
HCM 6th LOS		C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	0	1089	134	204	227
Future Volume (veh/h)	36	0	1089	134	204	227
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	1870	1870
Adj Flow Rate, veh/h	39	0	1184	146	222	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	309	0	2308	1029	303	270
Arrive On Green	0.03	0.00	0.65	0.65	0.17	0.17
Sat Flow, veh/h	1781	39	3647	1585	1781	1585
Grp Volume(v), veh/h	39	8.4	1184	146	222	247
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.9		21.0	4.3	14.2	18.4
Cycle Q Clear(g_c), s	0.9		21.0	4.3	14.2	18.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	309		2308	1029	303	270
V/C Ratio(X)	0.13		0.51	0.14	0.73	0.92
Avail Cap(c_a), veh/h	419		2308	1029	312	277
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3		11.1	8.1	47.2	48.9
Incr Delay (d2), s/veh	0.1		0.8	0.3	7.2	31.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		7.3	1.3	6.9	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4		11.9	8.4	54.4	80.4
LnGrp LOS	A		B	A	D	F
Approach Vol, veh/h			1330		469	
Approach Delay, s/veh			11.5		68.1	
Approach LOS			B		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	9.6	83.9				26.4
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	11.6	70.0				21.0
Max Q Clear Time (g_c+I1), s	12.9	23.0				20.4
Green Ext Time (p_c), s	0.0	4.2				0.1

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

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	25	10	148	95	24	0	26	98	46	3	188	27
Future Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	161	103	26	0	28	107	50	3	204	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	348	438	117	302	427	79	233	0	0	157	0	0
Stage 1	225	225	-	188	188	-	-	-	-	-	-	-
Stage 2	123	213	-	114	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	511	913	627	518	965	1332	-	-	1420	-	-
Stage 1	757	716	-	796	743	-	-	-	-	-	-	-
Stage 2	868	725	-	879	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	499	913	499	506	965	1332	-	-	1420	-	-
Mov Cap-2 Maneuver	549	499	-	499	506	-	-	-	-	-	-	-
Stage 1	741	715	-	779	727	-	-	-	-	-	-	-
Stage 2	819	710	-	712	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	13.8	1.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	549	867	499	506	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.049	0.198	0.207	0.052	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.9	10.2	14.1	12.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.7	0.8	0.2	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	16	9	0	1	209
Future Vol, veh/h	108	16	9	0	1	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	117	17	10	0	1	227

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	253	5
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1608	-	-	-	714	1076
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	662	1076
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1073
HCM Lane V/C Ratio	0.073	-	-	-	0.213
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

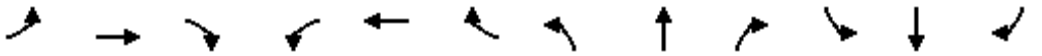
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Future Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	33	135	2	1	12	50	55	0	61	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	165	191	62	181	164	78	62	0	0	105	0	0
Stage 1	62	62	-	102	102	-	-	-	-	-	-	-
Stage 2	103	129	-	79	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	800	704	1003	781	729	983	1541	-	-	1486	-	-
Stage 1	949	843	-	904	811	-	-	-	-	-	-	-
Stage 2	903	789	-	930	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	698	1003	750	723	983	1541	-	-	1486	-	-
Mov Cap-2 Maneuver	793	698	-	750	723	-	-	-	-	-	-	-
Stage 1	941	843	-	897	805	-	-	-	-	-	-	-
Stage 2	892	783	-	899	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.9	0.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	946	751	1486	-	-
HCM Lane V/C Ratio	0.008	-	-	0.044	0.184	-	-	-
HCM Control Delay (s)	7.4	0	-	9	10.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	32	0	6	3	337	49	2	295	0
Future Volume (veh/h)	0	0	0	32	0	6	3	337	49	2	295	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	35	0	7	3	366	53	2	321	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	97	0	387	0	12	180	569	82	845	668	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.36	0.36	0.36	0.36	0.36	0.00
Sat Flow, veh/h	0	1870	0	1202	0	240	4	1592	229	968	1870	0
Grp Volume(v), veh/h	0	0	0	42	0	0	422	0	0	2	321	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1443	0	0	1826	0	0	968	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.6	0.0	0.0	3.9	0.0	0.0	0.0	2.7	0.0
Prop In Lane	0.00		0.00	0.83		0.17	0.01		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	0	97	0	400	0	0	831	0	0	845	668	0
V/C Ratio(X)	0.00	0.00	0.00	0.11	0.00	0.00	0.51	0.00	0.00	0.00	0.48	0.00
Avail Cap(c_a), veh/h	0	2025	0	1887	0	0	3405	0	0	2214	3314	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	9.4	0.0	0.0	5.5	0.0	0.0	4.2	5.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	9.4	0.0	0.0	5.6	0.0	0.0	4.2	5.3	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			42			422			323	
Approach Delay, s/veh		0.0			9.4			5.6			5.3	
Approach LOS					A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		13.3		7.1		13.3		7.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		22.0		36.0		22.0				
Max Q Clear Time (g_c+I1), s		5.9		0.0		4.7		2.6				
Green Ext Time (p_c), s		1.3		0.0		1.0		0.1				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Future Volume (veh/h)	0	0	0	260	0	150	0	194	22	141	228	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	283	0	163	0	211	24	153	248	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	432	0	663	0	366	252	576	66	543	654	0
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.00	0.35	0.35	0.35	0.35	0.00
Sat Flow, veh/h	1223	1870	0	1781	0	1585	1132	1649	188	1145	1870	0
Grp Volume(v), veh/h	0	0	0	283	0	163	0	0	235	153	248	0
Grp Sat Flow(s),veh/h/ln	1223	1870	0	1781	0	1585	1132	0	1837	1145	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	3.3	2.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	4.2	0.0	2.5	0.0	0.0	2.7	6.0	2.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.10	1.00		0.00
Lane Grp Cap(c), veh/h	252	432	0	663	0	366	252	0	642	543	654	0
V/C Ratio(X)	0.00	0.00	0.00	0.43	0.00	0.45	0.00	0.00	0.37	0.28	0.38	0.00
Avail Cap(c_a), veh/h	952	1504	0	1684	0	1274	845	0	1605	1143	1634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	10.1	0.0	9.4	0.0	0.0	6.9	9.2	7.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.3	0.0	0.0	0.1	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	1.1	0.0	0.6	0.0	0.0	0.6	0.6	0.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	10.2	0.0	9.7	0.0	0.0	7.1	9.3	7.1	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			446			235			401	
Approach Delay, s/veh		0.0			10.0			7.1			7.9	
Approach LOS					B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	16.0	12.6	16.0	12.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	23.0	25.0	23.0
Max Q Clear Time (g_c+I1), s	4.7	0.0	8.0	6.2
Green Ext Time (p_c), s	0.6	0.0	0.9	0.7

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Future Volume (veh/h)	173	854	4	192	591	60	32	89	102	87	92	148
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	1721	534	984	1973	880	137	177		160	292	
Arrive On Green	0.07	0.34	0.34	0.28	0.56	0.56	0.05	0.05	0.00	0.05	0.16	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1295	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	188	928	4	209	642	65	35	97	0	95	100	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1295	1777	1585	1728	1870	1585
Q Serve(g_s), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Cycle Q Clear(g_c), s	5.3	14.7	0.2	4.6	9.8	1.9	2.6	2.7	0.0	2.7	4.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	1721	534	984	1973	880	137	177		160	292	
V/C Ratio(X)	0.73	0.54	0.01	0.21	0.33	0.07	0.26	0.55		0.59	0.34	
Avail Cap(c_a), veh/h	536	1721	534	984	1973	880	194	334		484	550	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	26.9	22.0	27.2	12.1	10.3	46.4	46.4	0.0	46.8	37.6	0.0
Incr Delay (d2), s/veh	1.5	1.2	0.0	0.0	0.4	0.2	0.4	1.0	0.0	3.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.7	0.1	1.8	3.5	0.7	0.9	1.2	0.0	1.2	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	28.1	22.1	27.3	12.5	10.5	46.7	47.4	0.0	50.2	37.9	0.0
LnGrp LOS	D	C	C	C	B	B	D	D		D	D	
Approach Vol, veh/h		1120			916			132			195	
Approach Delay, s/veh		31.2			15.7			47.2			43.9	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	13.9	62.8	10.6	12.6	35.8	41.0		23.2
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 16	* 34	14.0	9.4	* 16	* 34		29.4
Max Q Clear Time (g_c+I1), s	7.3	11.8	4.7	4.7	6.6	16.7		6.8
Green Ext Time (p_c), s	0.2	2.2	0.2	0.1	0.0	3.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	27.1
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Future Volume (veh/h)	63	722	222	373	288	10	350	57	150	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
Arrive On Green	0.04	0.42	0.42	0.14	0.49	0.49	0.13	0.16	0.16	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	785	241	405	313	11	380	62	163	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.9	10.6	10.5	11.5	4.9	0.4	10.8	1.5	9.6	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	2125	660	469	1747	779	445	568	253	98	218	
V/C Ratio(X)	0.46	0.37	0.37	0.86	0.18	0.01	0.85	0.11	0.64	0.31	0.67	
Avail Cap(c_a), veh/h	425	2125	660	695	1747	779	650	568	253	470	316	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.8	20.1	20.1	42.3	14.2	13.0	42.6	35.9	39.3	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.8	0.5	1.6	5.2	0.2	0.0	5.2	0.0	4.3	0.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	4.1	5.0	1.8	0.1	4.9	0.6	4.0	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.6	20.6	21.7	47.5	14.4	13.1	47.8	36.0	43.7	48.3	47.3	0.0
LnGrp LOS	D	C	C	D	B	B	D	D	D	D	D	
Approach Vol, veh/h		1094			729			605			177	
Approach Delay, s/veh		22.5			32.8			45.5			47.5	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	55.8	9.2	23.1	19.5	48.2	19.1	13.2
Change Period (Y+Rc), s	* 7.7	6.6	6.4	* 7.1	5.9	* 6.6	* 6.2	7.1
Max Green Setting (Gmax), s	* 12	32.4	13.6	* 15	20.1	* 27	* 19	8.9
Max Q Clear Time (g_c+I1), s	13.9	6.9	2.9	11.6	13.5	12.6	12.8	6.1
Green Ext Time (p_c), s	0.0	1.0	0.0	0.1	0.1	2.8	0.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	765	254	136	508	319	149
Future Volume (veh/h)	765	254	136	508	319	149
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	832	276	148	552	347	162
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2143	956	214	2626	429	197
Arrive On Green	0.60	0.60	0.06	0.74	0.12	0.12
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	832	276	148	552	347	162
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	12.1	8.4	4.2	4.8	9.8	10.0
Cycle Q Clear(g_c), s	12.1	8.4	4.2	4.8	9.8	10.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2143	956	214	2626	429	197
V/C Ratio(X)	0.39	0.29	0.69	0.21	0.81	0.82
Avail Cap(c_a), veh/h	2143	956	505	2626	736	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	9.5	46.0	4.0	42.6	42.7
Incr Delay (d2), s/veh	0.5	0.8	1.5	0.2	1.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	2.6	1.8	1.2	4.3	8.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.8	10.3	47.5	4.2	44.0	46.0
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1108			700	509	
Approach Delay, s/veh	10.7			13.4	44.7	
Approach LOS	B			B	D	

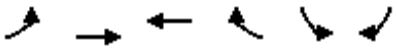
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		80.9		19.1	13.6	67.3
Change Period (Y+Rc), s		7.0		* 6.7	* 7.4	7.0
Max Green Setting (Gmax), s		65.0		* 21	* 15	43.0
Max Q Clear Time (g_c+I1), s		6.8		12.0	6.2	14.1
Green Ext Time (p_c), s		2.0		0.4	0.1	3.7

Intersection Summary						
HCM 6th Ctrl Delay			19.0			
HCM 6th LOS			B			

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	72	0	776	51	89	70
Future Volume (veh/h)	72	0	776	51	89	70
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	1870	1870
Adj Flow Rate, veh/h	78	0	843	55	97	76
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	529	0	2494	1112	132	117
Arrive On Green	0.04	0.00	0.70	0.70	0.07	0.07
Sat Flow, veh/h	1781	78	3647	1585	1781	1585
Grp Volume(v), veh/h	78	3.9	843	55	97	76
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	1.2		9.3	1.1	5.3	4.7
Cycle Q Clear(g_c), s	1.2		9.3	1.1	5.3	4.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	529		2494	1112	132	117
V/C Ratio(X)	0.15		0.34	0.05	0.74	0.65
Avail Cap(c_a), veh/h	681		2494	1112	321	285
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.9		5.8	4.6	45.4	45.0
Incr Delay (d2), s/veh	0.0		0.4	0.1	3.0	2.2
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		2.6	0.3	2.5	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.9		6.2	4.7	48.3	47.3
LnGrp LOS	A		A	A	D	D
Approach Vol, veh/h			898		173	
Approach Delay, s/veh			6.1		47.9	
Approach LOS			A		D	

Timer - Assigned Phs	1	2	8
Phs Duration (G+Y+Rc), s	10.4	76.2	13.4
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	51.0	18.0
Max Q Clear Time (g_c+I1), s	7.3	11.3	7.3
Green Ext Time (p_c), s	0.0	2.6	0.1

Intersection Summary	
HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
Future Vol, veh/h	59	3	35	4	0	0	4	106	12	0	119	39
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	3	38	4	0	0	4	115	13	0	129	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	216	286	86	196	301	64	171	0	0	128	0	0
Stage 1	150	150	-	130	130	-	-	-	-	-	-	-
Stage 2	66	136	-	66	171	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	722	622	956	745	610	987	1404	-	-	1456	-	-
Stage 1	837	772	-	860	788	-	-	-	-	-	-	-
Stage 2	937	783	-	937	756	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	721	620	956	711	608	987	1404	-	-	1456	-	-
Mov Cap-2 Maneuver	721	620	-	711	608	-	-	-	-	-	-	-
Stage 1	834	772	-	857	786	-	-	-	-	-	-	-
Stage 2	934	781	-	896	756	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10	10.1	0.2	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1404	-	-	721	917	711	-	1456	-	-
HCM Lane V/C Ratio	0.003	-	-	0.089	0.045	0.006	-	-	-	-
HCM Control Delay (s)	7.6	-	-	10.5	9.1	10.1	0	0	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.1	0	-	0	-	-

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	144	21	14	0	0	144
Future Vol, veh/h	144	21	14	0	0	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	157	23	15	0	0	157

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	15	0	-	0	341	8
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1601	-	-	-	629	1072
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	567	1072
Mov Cap-2 Maneuver	-	-	-	-	567	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	704	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	1072
HCM Lane V/C Ratio	0.098	-	-	-	0.146
HCM Control Delay (s)	7.5	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

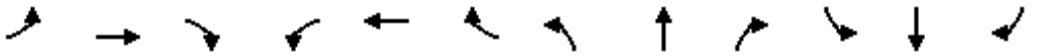
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Future Vol, veh/h	0	0	11	23	1	0	32	61	61	0	13	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	12	25	1	0	35	66	66	0	14	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	185	217	15	190	185	99	16	0	0	132	0	0
Stage 1	15	15	-	169	169	-	-	-	-	-	-	-
Stage 2	170	202	-	21	16	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	776	681	1065	770	709	957	1602	-	-	1453	-	-
Stage 1	1005	883	-	833	759	-	-	-	-	-	-	-
Stage 2	832	734	-	998	882	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	761	665	1065	748	692	957	1602	-	-	1453	-	-
Mov Cap-2 Maneuver	761	665	-	748	692	-	-	-	-	-	-	-
Stage 1	981	883	-	813	741	-	-	-	-	-	-	-
Stage 2	811	716	-	987	882	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.4	10	1.5	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	1065	745	1453	-	-
HCM Lane V/C Ratio	0.022	-	-	0.011	0.035	-	-	-
HCM Control Delay (s)	7.3	0	-	8.4	10	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	30	0	11	0	473	79	16	787	0
Future Volume (veh/h)	0	0	0	30	0	11	0	473	79	16	787	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	33	0	12	0	514	86	17	855	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	97	0	261	0	20	0	864	145	510	1035	0
Arrive On Green	0.00	0.00	0.00	0.05	0.00	0.05	0.00	0.55	0.55	0.55	0.55	0.00
Sat Flow, veh/h	0	1870	0	1070	0	389	0	1562	261	819	1870	0
Grp Volume(v), veh/h	0	0	0	45	0	0	0	0	600	17	855	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1459	0	0	0	0	1823	819	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	6.7	0.4	11.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	6.7	7.1	11.4	0.0
Prop In Lane	0.00		0.00	0.73		0.27	0.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	0	97	0	281	0	0	0	0	1009	510	1035	0
V/C Ratio(X)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.59	0.03	0.83	0.00
Avail Cap(c_a), veh/h	0	1292	0	1213	0	0	0	0	2220	1054	2277	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	14.1	0.0	0.0	0.0	0.0	4.5	6.9	5.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.8	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	14.2	0.0	0.0	0.0	0.0	4.7	6.9	6.2	0.0
LnGrp LOS	A	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h		0			45			600			872	
Approach Delay, s/veh		0.0			14.2			4.7			6.3	
Approach LOS					B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.8		7.6		22.8		7.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		21.0		37.0		21.0				
Max Q Clear Time (g_c+I1), s		8.7		0.0		13.4		2.9				
Green Ext Time (p_c), s		2.1		0.0		3.4		0.1				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Future Volume (veh/h)	0	0	0	207	0	131	0	421	258	276	541	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	225	0	142	0	458	280	300	588	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	321	0	459	0	272	153	623	381	342	1073	0
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.57	0.57	0.57	0.57	0.00
Sat Flow, veh/h	1246	1870	0	1781	0	1585	828	1087	664	720	1870	0
Grp Volume(v), veh/h	0	0	0	225	0	142	0	0	738	300	588	0
Grp Sat Flow(s),veh/h/ln	1246	1870	0	1781	0	1585	828	0	1751	720	1870	0
Q Serve(g_s), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	12.4	9.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	3.8	0.0	0.0	14.6	27.0	9.2	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.38	1.00		0.00
Lane Grp Cap(c), veh/h	153	321	0	459	0	272	153	0	1004	342	1073	0
V/C Ratio(X)	0.00	0.00	0.00	0.49	0.00	0.52	0.00	0.00	0.74	0.88	0.55	0.00
Avail Cap(c_a), veh/h	495	834	0	947	0	707	153	0	1004	342	1073	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.5	0.0	17.7	0.0	0.0	7.4	19.6	6.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.6	0.0	0.0	2.5	21.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	2.1	0.0	1.3	0.0	0.0	4.1	5.0	2.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	18.8	0.0	18.3	0.0	0.0	9.9	40.7	6.6	0.0
LnGrp LOS	A	A	A	B	A	B	A	A	A	D	A	A
Approach Vol, veh/h		0			367			738			888	
Approach Delay, s/veh		0.0			18.6			9.9			18.1	
Approach LOS					B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	33.0	14.1	33.0	14.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	21.0	27.0	21.0
Max Q Clear Time (g_c+I1), s	16.6	0.0	29.0	7.6
Green Ext Time (p_c), s	2.2	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Future Volume (veh/h)	340	1963	16	237	673	96	86	243	258	232	211	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
Arrive On Green	0.12	0.43	0.43	0.27	0.59	0.59	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1152	1870	1585	862	1870	1585
Grp Volume(v), veh/h	370	2134	17	258	732	104	93	264	280	252	229	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1152	1870	1585	862	1870	1585
Q Serve(g_s), s	12.6	49.0	0.7	9.7	12.9	3.5	8.6	14.1	18.4	20.3	11.9	0.0
Cycle Q Clear(g_c), s	12.6	49.0	0.7	9.7	12.9	3.5	20.5	14.1	18.4	34.4	11.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	2200	683	552	2086	931	276	536	454	206	536	
V/C Ratio(X)	0.86	0.97	0.02	0.47	0.35	0.11	0.34	0.49	0.62	1.22	0.43	
Avail Cap(c_a), veh/h	562	2200	683	552	2086	931	276	536	454	206	536	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	51.5	33.4	19.6	33.9	12.9	10.9	43.1	35.5	37.1	52.8	34.8	0.0
Incr Delay (d2), s/veh	8.6	13.3	0.1	0.2	0.5	0.2	0.3	0.3	1.8	135.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	21.3	0.3	5.8	4.7	1.2	2.5	6.5	7.3	14.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	46.7	19.7	34.2	13.3	11.2	43.4	35.8	38.9	188.4	35.0	0.0
LnGrp LOS	E	D	B	C	B	B	D	D	D	F	C	
Approach Vol, veh/h		2521			1094			637			481	
Approach Delay, s/veh		48.5			18.1			38.3			115.4	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.4	77.8		42.0	40.2	59.0		42.0
Change Period (Y+Rc), s	* 6.5	* 7.3		7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 20	* 45		34.4	* 13	* 52		34.4
Max Q Clear Time (g_c+I1), s	14.6	14.9		22.5	11.7	51.0		36.4
Green Ext Time (p_c), s	0.3	2.7		0.8	0.0	0.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Future Volume (veh/h)	23	1949	374	274	733	2	298	15	195	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
Arrive On Green	0.24	0.54	0.54	0.18	0.47	0.47	0.11	0.13	0.13	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	25	2118	407	298	797	2	324	16	212	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Cycle Q Clear(g_c), s	0.7	38.9	15.2	19.9	18.4	0.1	11.1	0.5	15.2	6.5	9.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	840	2774	861	313	1670	745	377	449	200	245	293	
V/C Ratio(X)	0.03	0.76	0.47	0.95	0.48	0.00	0.86	0.04	1.06	0.77	0.94	
Avail Cap(c_a), veh/h	840	2774	861	313	1670	745	397	449	200	392	293	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.6	21.4	10.9	48.9	21.7	14.2	52.6	46.0	52.4	54.8	54.8	0.0
Incr Delay (d2), s/veh	0.0	2.1	1.9	37.7	1.0	0.0	15.6	0.0	80.0	2.0	37.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	5.6	11.8	7.3	0.0	5.6	0.2	10.5	2.9	5.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	23.5	12.7	86.6	22.7	14.2	68.1	46.0	132.4	56.8	92.4	0.0
LnGrp LOS	C	C	B	F	C	B	E	D	F	E	F	
Approach Vol, veh/h		2550			1097			552			467	
Approach Delay, s/veh		21.8			40.0			92.2			77.9	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.4	63.0	14.9	21.4	27.0	73.4	19.3	17.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 56	13.6	* 11	21.1	* 50	13.8	* 9.9
Max Q Clear Time (g_c+I1), s	12.7	20.4	8.5	17.2	21.9	40.9	13.1	11.3
Green Ext Time (p_c), s	0.0	2.9	0.1	0.0	0.0	6.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.1
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1210	179	161	756	467	284
Future Volume (veh/h)	1210	179	161	756	467	284
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1315	195	175	822	508	309
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1744	778	421	2387	729	334
Arrive On Green	0.49	0.49	0.12	0.67	0.21	0.21
Sat Flow, veh/h	3647	1585	3456	3647	3456	1585
Grp Volume(v), veh/h	1315	195	175	822	508	309
Grp Sat Flow(s),veh/h/ln	1777	1585	1728	1777	1728	1585
Q Serve(g_s), s	35.9	8.6	5.6	11.9	16.3	22.9
Cycle Q Clear(g_c), s	35.9	8.6	5.6	11.9	16.3	22.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1744	778	421	2387	729	334
V/C Ratio(X)	0.75	0.25	0.42	0.34	0.70	0.92
Avail Cap(c_a), veh/h	1744	778	421	2387	786	361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	17.7	48.8	8.4	43.8	46.4
Incr Delay (d2), s/veh	3.1	0.8	0.2	0.4	2.0	27.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	3.1	2.4	3.9	7.2	20.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.8	18.5	49.0	8.8	45.8	73.5
LnGrp LOS	C	B	D	A	D	E
Approach Vol, veh/h	1510			997	817	
Approach Delay, s/veh	26.6			15.9	56.3	
Approach LOS	C			B	E	

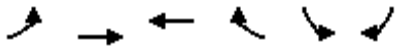
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		88.0		32.0	22.0	66.0
Change Period (Y+Rc), s		* 7.4		* 6.7	7.4	* 7.1
Max Green Setting (Gmax), s		* 79		* 27	12.6	* 59
Max Q Clear Time (g_c+I1), s		13.9		24.9	7.6	37.9
Green Ext Time (p_c), s		3.3		0.4	0.1	5.9

Intersection Summary		
HCM 6th Ctrl Delay		30.7
HCM 6th LOS		C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	36	0	1089	134	204	227
Future Volume (veh/h)	36	0	1089	134	204	227
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	1870	1870
Adj Flow Rate, veh/h	39	0	1184	146	222	247
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	309	0	2308	1029	303	270
Arrive On Green	0.03	0.00	0.65	0.65	0.17	0.17
Sat Flow, veh/h	1781	39	3647	1585	1781	1585
Grp Volume(v), veh/h	39	8.4	1184	146	222	247
Grp Sat Flow(s),veh/h/ln	1781	A	1777	1585	1781	1585
Q Serve(g_s), s	0.9		21.0	4.3	14.2	18.4
Cycle Q Clear(g_c), s	0.9		21.0	4.3	14.2	18.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	309		2308	1029	303	270
V/C Ratio(X)	0.13		0.51	0.14	0.73	0.92
Avail Cap(c_a), veh/h	419		2308	1029	312	277
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.3		11.1	8.1	47.2	48.9
Incr Delay (d2), s/veh	0.1		0.8	0.3	7.2	31.5
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3		7.3	1.3	6.9	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4		11.9	8.4	54.4	80.4
LnGrp LOS	A		B	A	D	F
Approach Vol, veh/h			1330		469	
Approach Delay, s/veh			11.5		68.1	
Approach LOS			B		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	9.6	83.9				26.4
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	11.6	70.0				21.0
Max Q Clear Time (g_c+I1), s	12.9	23.0				20.4
Green Ext Time (p_c), s	0.0	4.2				0.1

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

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	25	10	148	95	24	0	26	98	46	3	188	27
Future Vol, veh/h	25	10	148	95	24	0	26	98	46	3	188	27
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	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	11	161	103	26	0	28	107	50	3	204	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	348	438	117	302	427	79	233	0	0	157	0	0
Stage 1	225	225	-	188	188	-	-	-	-	-	-	-
Stage 2	123	213	-	114	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	582	511	913	627	518	965	1332	-	-	1420	-	-
Stage 1	757	716	-	796	743	-	-	-	-	-	-	-
Stage 2	868	725	-	879	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	549	499	913	499	506	965	1332	-	-	1420	-	-
Mov Cap-2 Maneuver	549	499	-	499	506	-	-	-	-	-	-	-
Stage 1	741	715	-	779	727	-	-	-	-	-	-	-
Stage 2	819	710	-	712	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	13.8	1.2	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1332	-	-	549	867	499	506	1420	-	-
HCM Lane V/C Ratio	0.021	-	-	0.049	0.198	0.207	0.052	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.9	10.2	14.1	12.5	7.5	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0.7	0.8	0.2	0	-	-

Intersection	
Int Delay, s/veh	8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	16	9	0	1	209
Future Vol, veh/h	108	16	9	0	1	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	117	17	10	0	1	227

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	10	0	-	0	253	5
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1608	-	-	-	714	1076
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	662	1076
Mov Cap-2 Maneuver	-	-	-	-	662	-
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	1073
HCM Lane V/C Ratio	0.073	-	-	-	0.213
HCM Control Delay (s)	7.4	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

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	7	1	30	124	2	1	11	46	51	0	56	1
Future Vol, veh/h	7	1	30	124	2	1	11	46	51	0	56	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	33	135	2	1	12	50	55	0	61	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	165	191	62	181	164	78	62	0	0	105	0	0
Stage 1	62	62	-	102	102	-	-	-	-	-	-	-
Stage 2	103	129	-	79	62	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	800	704	1003	781	729	983	1541	-	-	1486	-	-
Stage 1	949	843	-	904	811	-	-	-	-	-	-	-
Stage 2	903	789	-	930	843	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	793	698	1003	750	723	983	1541	-	-	1486	-	-
Mov Cap-2 Maneuver	793	698	-	750	723	-	-	-	-	-	-	-
Stage 1	941	843	-	897	805	-	-	-	-	-	-	-
Stage 2	892	783	-	899	843	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	10.9	0.7	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1541	-	-	946	751	1486	-	-
HCM Lane V/C Ratio	0.008	-	-	0.044	0.184	-	-	-
HCM Control Delay (s)	7.4	0	-	9	10.9	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-

2050 BACKGROUND PLUS PROJECT

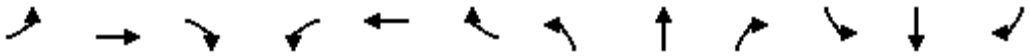
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	21.6	0.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
Arrive On Green	0.10	0.32	0.32	0.21	0.43	0.43	0.08	0.08	0.08	0.12	0.25	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1290	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1290	1870	1585	1781	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	2.6	18.4	3.7	5.5	3.6	2.8	9.6	4.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	476	1529	682	170	141	120	208	473	
V/C Ratio(X)	0.81	0.81	0.14	0.39	0.57	0.14	0.42	0.49	0.62	0.84	0.22	
Avail Cap(c_a), veh/h	467	1619	502	476	1529	682	219	213	181	285	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	30.9	21.5	17.3	45.2	44.4	16.9	43.2	29.6	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.2	1.5	0.4	0.6	1.0	1.9	14.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	3.4	7.2	1.4	1.8	1.7	1.8	5.1	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	31.1	23.0	17.7	45.9	45.4	18.8	58.0	29.7	0.0
LnGrp LOS	D	D	C	C	C	B	D	D	B	E	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			23.9			36.4			47.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.8	50.3	17.7	15.2	28.1	39.0		32.9
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 14	* 32	16.0	11.4	* 14	* 32		33.4
Max Q Clear Time (g_c+I1), s	10.2	20.4	11.6	7.5	4.6	25.4		6.4
Green Ext Time (p_c), s	0.2	2.7	0.2	0.1	0.0	2.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9
Max Q Clear Time (g_c+I1), s	13.7	19.5	2.9	12.3	26.0	27.9	15.6	6.1
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	

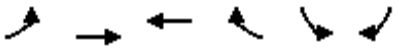
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	33.0	* 13	* 13	* 13	33.0	* 13	* 13
Max Q Clear Time (g_c+I1), s	5.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
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	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	19.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	44.0				25.0
Max Q Clear Time (g_c+I1), s	6.2	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
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	-	-	Free	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	957	1227	351	880	1276	275	702	0	-	550	0	0
Stage 1	653	653	-	574	574	-	-	-	-	-	-	-
Stage 2	304	574	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	177	645	241	165	722	891	-	0	1016	-	-
Stage 1	423	462	-	471	501	-	-	-	0	-	-	-
Stage 2	681	501	-	679	439	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	201	175	645	217	163	722	891	-	-	1016	-	-
Mov Cap-2 Maneuver	201	175	-	217	163	-	-	-	-	-	-	-
Stage 1	418	462	-	465	494	-	-	-	-	-	-	-
Stage 2	659	494	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	30.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	201	442	217	178	1016	-	-
HCM Lane V/C Ratio	0.013	-	0.362	0.101	0.371	0.055	-	-	-
HCM Control Delay (s)	9.1	-	32.7	14.1	31	26.4	0	-	-
HCM Lane LOS	A	-	D	B	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	1.6	0.3	1.6	0.2	0	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	461	164	160	0	0	543

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	1164	80
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1417	-	-	-	188	964
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127	964
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

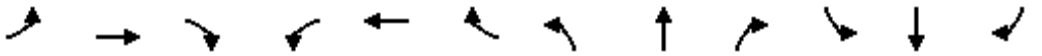
Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-	-
HCM Lane LOS	A	A	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Future Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	87	33	0	11	95	567	86	17	923	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	3	118	151	10	30	152	883	129	561	1461	13
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	1.00	1.00	1.00	0.79	0.79	0.79
Sat Flow, veh/h	33	37	1517	1046	127	391	135	1119	163	779	1851	16
Grp Volume(v), veh/h	91	0	0	44	0	0	748	0	0	17	0	931
Grp Sat Flow(s),veh/h/ln	1587	0	0	1564	0	0	1418	0	0	779	0	1867
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0	18.9
Cycle Q Clear(g_c), s	5.0	0.0	0.0	2.3	0.0	0.0	28.7	0.0	0.0	0.9	0.0	18.9
Prop In Lane	0.04		0.96	0.75		0.25	0.13		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	165	0	0	191	0	0	1164	0	0	561	0	1474
V/C Ratio(X)	0.55	0.00	0.00	0.23	0.00	0.00	0.64	0.00	0.00	0.03	0.00	0.63
Avail Cap(c_a), veh/h	410	0	0	405	0	0	1164	0	0	561	0	1474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.87	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.6	0.0	0.0	39.3	0.0	0.0	0.6	0.0	0.0	2.1	0.0	4.0
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.0	0.0	2.4	0.0	0.0	0.1	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.9	0.0	0.0	0.8	0.0	0.0	0.1	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	0.0	39.5	0.0	0.0	2.9	0.0	0.0	2.2	0.0	6.1
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		91			44			748			948	
Approach Delay, s/veh		41.7			39.5			2.9			6.0	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.0		13.0		77.0		13.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		30.7		7.0		20.9		4.3				
Green Ext Time (p_c), s		3.6		0.2		4.1		0.1				

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	4
Future Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	225	5	142	125	603	280	300	738	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	12	360	290	13	359	534	1185	1004	369	1177	6
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.63	0.63	0.63	1.00	1.00	1.00
Sat Flow, veh/h	1241	50	1543	1262	54	1539	718	1870	1585	629	1858	10
Grp Volume(v), veh/h	2	0	128	225	0	147	125	603	280	300	0	742
Grp Sat Flow(s),veh/h/ln	1241	0	1593	1262	0	1593	718	1870	1585	629	0	1869
Q Serve(g_s), s	0.1	0.0	6.0	15.0	0.0	7.0	7.0	15.7	7.1	41.3	0.0	0.0
Cycle Q Clear(g_c), s	7.1	0.0	6.0	21.0	0.0	7.0	7.0	15.7	7.1	57.0	0.0	0.0
Prop In Lane	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	273	0	372	290	0	372	534	1185	1004	369	0	1183
V/C Ratio(X)	0.01	0.00	0.34	0.78	0.00	0.40	0.23	0.51	0.28	0.81	0.00	0.63
Avail Cap(c_a), veh/h	273	0	372	290	0	372	534	1185	1004	369	0	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.00	0.77
Uniform Delay (d), s/veh	32.2	0.0	28.8	38.0	0.0	29.1	7.3	8.9	7.3	8.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	11.4	0.0	0.3	1.0	1.6	0.7	14.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.3	5.8	0.0	2.7	1.1	6.1	2.3	4.3	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.2	0.0	29.0	49.4	0.0	29.4	8.4	10.5	8.0	22.7	0.0	1.9
LnGrp LOS	C	A	C	D	A	C	A	B	A	C	A	A
Approach Vol, veh/h		130			372			1008			1042	
Approach Delay, s/veh		29.0			41.5			9.5			7.9	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	63.0	27.0	63.0	27.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	57.0	21.0	57.0	21.0
Max Q Clear Time (g_c+I1), s	17.7	9.1	59.0	23.0
Green Ext Time (p_c), s	3.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.5
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Future Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	2351	67	258	1052	205	157	282	280	320	240	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	568	2104	653	707	2311	1031	193	232	197	267	593	
Arrive On Green	0.16	0.41	0.41	0.40	0.65	0.65	0.12	0.12	0.12	0.15	0.32	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	1140	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	522	2351	67	258	1052	205	157	282	280	320	240	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1140	1870	1585	1781	1870	1585
Q Serve(g_s), s	20.8	57.7	3.6	14.3	20.6	7.3	17.4	17.4	13.1	21.0	14.1	0.0
Cycle Q Clear(g_c), s	20.8	57.7	3.6	14.3	20.6	7.3	17.4	17.4	13.1	21.0	14.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	568	2104	653	707	2311	1031	193	232	197	267	593	
V/C Ratio(X)	0.92	1.12	0.10	0.36	0.46	0.20	0.81	1.21	1.42	1.20	0.40	
Avail Cap(c_a), veh/h	605	2104	653	707	2311	1031	193	232	197	267	593	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	57.6	41.2	25.3	29.8	12.2	9.8	62.1	61.3	34.5	59.5	37.4	0.0
Incr Delay (d2), s/veh	18.0	59.9	0.3	0.1	0.6	0.4	21.2	128.7	216.6	119.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	34.4	1.4	6.0	7.5	2.6	6.8	16.6	16.9	18.3	6.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.5	101.1	25.6	29.9	12.8	10.3	83.4	190.0	251.1	178.9	37.6	0.0
LnGrp LOS	E	F	C	C	B	B	F	F	F	F	D	
Approach Vol, veh/h		2940			1515			719			560	
Approach Delay, s/veh		94.8			15.4			190.5			118.3	
Approach LOS		F			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	29.5	98.9	27.0	25.0	63.5	65.0		52.0
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 25	* 50	21.0	17.4	* 17	* 58		44.4
Max Q Clear Time (g_c+I1), s	22.8	22.6	23.0	19.4	16.3	59.7		16.1
Green Ext Time (p_c), s	0.2	4.4	0.0	0.0	0.0	0.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	88.1
HCM 6th LOS	F

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Future Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1311	3797	1179	294	1863	831	390	451		238	277	
Arrive On Green	0.38	0.74	0.74	0.17	0.52	0.52	0.11	0.13	0.00	0.07	0.08	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.6	34.5	21.2	23.1	37.9	0.1	15.8	0.6	0.0	7.6	10.9	0.0
Cycle Q Clear(g_c), s	0.6	34.5	21.2	23.1	37.9	0.1	15.8	0.6	0.0	7.6	10.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1311	3797	1179	294	1863	831	390	451		238	277	
V/C Ratio(X)	0.02	0.66	0.42	1.09	0.69	0.00	1.10	0.04		0.80	1.00	
Avail Cap(c_a), veh/h	1311	3797	1179	294	1863	831	390	451		336	277	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.2	9.0	11.4	58.5	24.8	25.7	62.1	53.6	0.0	64.2	64.6	0.0
Incr Delay (d2), s/veh	0.0	0.9	1.1	78.3	2.1	0.0	75.3	0.0	0.0	5.7	54.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.5	7.6	16.5	15.4	0.0	11.0	0.3	0.0	3.5	7.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.2	9.9	12.5	136.7	27.0	25.7	137.4	53.6	0.0	70.0	118.9	0.0
LnGrp LOS	C	A	B	F	C	C	F	D		E	F	
Approach Vol, veh/h		3020			1610			445			467	
Approach Delay, s/veh		10.5			48.8			134.4			99.0	
Approach LOS		B			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	80.0	16.0	24.0	29.0	113.0	22.0	18.0
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 6.2	5.9	* 7.7	6.2	* 7.1
Max Green Setting (Gmax), s	12.3	* 73	13.6	* 14	23.1	* 65	15.8	* 11
Max Q Clear Time (g_c+I1), s	2.6	39.9	9.6	2.6	25.1	36.5	17.8	12.9
Green Ext Time (p_c), s	0.0	5.6	0.0	0.0	0.0	16.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1250	250	185	824	410	490	135	300	235	112	136
Future Volume (veh/h)	142	1250	250	185	824	410	490	135	300	235	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1359	272	201	896	446	533	147	326	255	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1640	731	249	1688	753	579	338	286	302	357	159
Arrive On Green	0.06	0.46	0.46	0.07	0.47	0.47	0.17	0.18	0.18	0.09	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	154	1359	272	201	896	446	533	147	326	255	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	6.1	46.7	15.6	8.0	24.8	28.8	21.3	9.8	25.3	10.2	4.5	13.0
Cycle Q Clear(g_c), s	6.1	46.7	15.6	8.0	24.8	28.8	21.3	9.8	25.3	10.2	4.5	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	1640	731	249	1688	753	579	338	286	302	357	159
V/C Ratio(X)	0.76	0.83	0.37	0.81	0.53	0.59	0.92	0.43	1.14	0.85	0.34	0.93
Avail Cap(c_a), veh/h	311	1640	731	311	1688	753	624	338	286	328	357	159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.9	32.9	24.5	64.0	25.8	26.9	57.4	51.0	57.3	63.0	58.6	62.5
Incr Delay (d2), s/veh	2.2	5.0	1.4	9.6	1.2	3.4	17.7	0.3	95.8	15.7	0.2	50.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	20.0	6.2	3.8	10.2	11.6	10.8	4.7	17.7	5.1	2.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.2	37.9	26.0	73.6	27.0	30.3	75.0	51.3	153.1	78.6	58.9	112.5
LnGrp LOS	E	D	C	E	C	C	E	D	F	E	E	F
Approach Vol, veh/h		1785			1543			1006			525	
Approach Delay, s/veh		38.6			34.0			96.9			83.6	
Approach LOS		D			C			F			F	

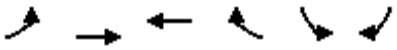
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	73.5	18.9	32.0	17.5	71.6	30.2	20.8
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	61.0	* 13	* 25	* 13	61.0	* 25	* 13
Max Q Clear Time (g_c+I1), s	8.1	30.8	12.2	27.3	10.0	48.7	23.3	15.0
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.1	5.1	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	0	1348	340	380	355
Future Volume (veh/h)	149	0	1348	340	380	355
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	1870	1870
Adj Flow Rate, veh/h	162	0	1465	370	413	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	210	0	1989	887	460	410
Arrive On Green	0.05	0.00	0.56	0.56	0.26	0.26
Sat Flow, veh/h	1781	162	3647	1585	1781	1585
Grp Volume(v), veh/h	162	34.0	1465	370	413	386
Grp Sat Flow(s),veh/h/ln	1781	C	1777	1585	1781	1585
Q Serve(g_s), s	5.4		43.2	18.8	31.3	33.4
Cycle Q Clear(g_c), s	5.4		43.2	18.8	31.3	33.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	210		1989	887	460	410
V/C Ratio(X)	0.77		0.74	0.42	0.90	0.94
Avail Cap(c_a), veh/h	268		1989	887	598	532
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6		23.1	17.7	50.1	50.9
Incr Delay (d2), s/veh	7.4		2.5	1.4	11.7	20.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3		17.3	6.8	15.5	15.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.0		25.6	19.1	61.8	70.9
LnGrp LOS	C		C	B	E	E
Approach Vol, veh/h			1835		799	
Approach Delay, s/veh			24.3		66.2	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	13.5	84.4				42.2
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	12.6	63.0				47.0
Max Q Clear Time (g_c+I1), s	7.4	45.2				35.4
Green Ext Time (p_c), s	0.0	5.3				0.8

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Future Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	12	177	158	28	0	32	298	134	3	400	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	650	919	217	641	868	216	433	0	0	432	0	0
Stage 1	423	423	-	429	429	-	-	-	-	-	-	-
Stage 2	227	496	-	212	439	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	354	270	787	360	289	789	1123	-	-	1124	-	-
Stage 1	579	586	-	574	582	-	-	-	-	-	-	-
Stage 2	755	544	-	770	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	262	787	263	280	789	1123	-	-	1124	-	-
Mov Cap-2 Maneuver	319	262	-	263	280	-	-	-	-	-	-	-
Stage 1	563	584	-	558	566	-	-	-	-	-	-	-
Stage 2	697	529	-	583	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	34.5	0.6	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	319	699	263	280	1124	-	-
HCM Lane V/C Ratio	0.028	-	-	0.095	0.271	0.599	0.101	0.003	-	-
HCM Control Delay (s)	8.3	-	-	17.5	12.1	37.2	19.3	8.2	-	-
HCM Lane LOS	A	-	-	C	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.1	3.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	89	102	0	1	305
Future Vol, veh/h	215	89	102	0	1	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	234	97	111	0	1	332

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	628	56
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1477	-	-	-	415	999
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1477	-	-	-	349	999
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	993
HCM Lane V/C Ratio	0.158	-	-	-	0.335
HCM Control Delay (s)	7.9	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

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	8	1	33	174	2	1	12	99	104	0	99	1
Future Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	36	189	2	1	13	108	113	0	108	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	356	109	318	300	165	109	0	0	221	0	0
Stage 1	109	109	-	191	191	-	-	-	-	-	-	-
Stage 2	192	247	-	127	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	651	570	945	635	612	879	1481	-	-	1348	-	-
Stage 1	896	805	-	811	742	-	-	-	-	-	-	-
Stage 2	810	702	-	877	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	643	564	945	605	606	879	1481	-	-	1348	-	-
Mov Cap-2 Maneuver	643	564	-	605	606	-	-	-	-	-	-	-
Stage 1	887	805	-	803	735	-	-	-	-	-	-	-
Stage 2	799	695	-	843	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	13.7	0.4	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	-	855	606	1348	-	-
HCM Lane V/C Ratio	0.009	-	-	0.053	0.317	-	-	-
HCM Control Delay (s)	7.5	0	-	9.4	13.7	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0	-	-

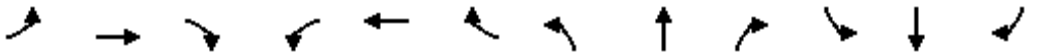
Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↰	↕	
Traffic Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Future Vol, veh/h	7	0	123	35	0	7	31	225	21	2	377	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	0	134	38	0	8	34	245	23	2	410	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	744	751	411	807	741	257	412	0	0	268	0	0
Stage 1	415	415	-	325	325	-	-	-	-	-	-	-
Stage 2	329	336	-	482	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	331	340	641	300	344	782	1147	-	-	1296	-	-
Stage 1	615	592	-	687	649	-	-	-	-	-	-	-
Stage 2	684	642	-	565	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	327	641	231	331	782	1147	-	-	1296	-	-
Mov Cap-2 Maneuver	319	327	-	231	331	-	-	-	-	-	-	-
Stage 1	593	591	-	663	626	-	-	-	-	-	-	-
Stage 2	654	620	-	446	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	21.6	0.9	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1147	-	-	608	262	1296	-	-
HCM Lane V/C Ratio	0.029	-	-	0.232	0.174	0.002	-	-
HCM Control Delay (s)	8.2	0	-	12.7	21.6	7.8	-	-
HCM Lane LOS	A	A	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.6	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Future Volume (veh/h)	3	5	150	141	2	82	44	196	12	136	389	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	3	5	163	153	2	89	48	213	13	148	423	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	537	13	424	466	10	426	367	579	35	512	619	1
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1306	47	1545	1217	35	1555	963	1745	106	1155	1865	4
Grp Volume(v), veh/h	3	0	168	153	0	91	48	0	226	148	0	424
Grp Sat Flow(s),veh/h/ln	1306	0	1592	1217	0	1590	963	0	1851	1155	0	1870
Q Serve(g_s), s	0.1	0.0	2.6	3.6	0.0	1.3	1.4	0.0	2.8	3.4	0.0	6.0
Cycle Q Clear(g_c), s	1.4	0.0	2.6	6.2	0.0	1.3	7.4	0.0	2.8	6.2	0.0	6.0
Prop In Lane	1.00		0.97	1.00		0.98	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	537	0	437	466	0	436	367	0	615	512	0	621
V/C Ratio(X)	0.01	0.00	0.38	0.33	0.00	0.21	0.13	0.00	0.37	0.29	0.00	0.68
Avail Cap(c_a), veh/h	1593	0	1724	1450	0	1722	1470	0	2734	1834	0	2761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	0.0	9.0	11.5	0.0	8.5	12.0	0.0	7.7	10.1	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.6	0.7	0.0	0.3	0.2	0.0	0.7	0.6	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	9.2	11.6	0.0	8.6	12.0	0.0	7.9	10.2	0.0	9.3
LnGrp LOS	A	A	A	B	A	A	B	A	A	B	A	A
Approach Vol, veh/h		171			244			274			572	
Approach Delay, s/veh		9.2			10.5			8.6			9.5	
Approach LOS		A			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		16.1		14.4		16.1		14.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0		33.0				
Max Q Clear Time (g_c+I1), s		9.4		4.6		8.2		8.2				
Green Ext Time (p_c), s		0.8		0.5		1.5		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Future Volume (veh/h)	265	1201	64	169	798	88	66	64	68	161	96	263
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	1619	502	1081	1687	753	170	269	120	250	389	
Arrive On Green	0.10	0.32	0.32	0.25	0.47	0.47	0.08	0.08	0.08	0.07	0.21	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1290	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	288	1305	70	184	867	96	72	70	74	175	104	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1290	1777	1585	1728	1870	1585
Q Serve(g_s), s	8.2	23.4	3.2	0.0	16.9	3.4	5.5	1.9	2.6	4.9	4.7	0.0
Cycle Q Clear(g_c), s	8.2	23.4	3.2	0.0	16.9	3.4	5.5	1.9	2.6	4.9	4.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	356	1619	502	1081	1687	753	170	269	120	250	389	
V/C Ratio(X)	0.81	0.81	0.14	0.17	0.51	0.13	0.42	0.26	0.62	0.70	0.27	
Avail Cap(c_a), veh/h	467	1619	502	1081	1687	753	219	405	181	553	625	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.9	31.3	24.4	26.5	18.2	14.7	45.2	43.6	14.3	45.3	33.2	0.0
Incr Delay (d2), s/veh	5.9	4.4	0.6	0.0	1.1	0.3	0.6	0.2	1.9	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.5	1.2	1.6	6.5	1.3	1.8	0.8	1.8	2.2	2.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.8	35.7	25.0	26.5	19.4	15.0	45.9	43.8	16.2	48.8	33.3	0.0
LnGrp LOS	D	D	C	C	B	B	D	D	B	D	C	
Approach Vol, veh/h		1663			1147			216			279	
Approach Delay, s/veh		37.7			20.1			35.0			43.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	16.8	54.8	13.2	15.2	32.6	39.0		28.4
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	* 7.3	* 7.3		7.6
Max Green Setting (Gmax), s	* 14	* 32	16.0	11.4	* 14	* 32		33.4
Max Q Clear Time (g_c+I1), s	10.2	18.9	6.9	7.5	2.0	25.4		6.7
Green Ext Time (p_c), s	0.2	2.8	0.3	0.1	0.0	2.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	31.9
HCM 6th LOS	C

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Future Volume (veh/h)	63	1220	342	402	715	10	439	57	162	28	135	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
Arrive On Green	0.14	0.26	0.26	0.26	0.37	0.37	0.15	0.18	0.18	0.03	0.06	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	68	1326	372	437	777	11	477	62	176	30	147	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Cycle Q Clear(g_c), s	1.7	25.9	22.6	24.0	17.5	0.3	13.6	1.5	10.3	0.9	4.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	487	1335	415	464	1329	593	511	635	283	98	217	
V/C Ratio(X)	0.14	0.99	0.90	0.94	0.58	0.02	0.93	0.10	0.62	0.31	0.68	
Avail Cap(c_a), veh/h	487	1335	415	465	1329	593	511	635	283	470	281	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	37.6	36.8	35.6	36.2	25.1	11.0	42.1	34.3	37.9	47.6	46.0	0.0
Incr Delay (d2), s/veh	0.0	23.0	24.7	27.4	1.9	0.1	23.9	0.0	3.1	0.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	12.8	11.4	13.2	7.1	0.2	7.4	0.6	4.2	0.4	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	59.8	60.4	63.6	27.0	11.1	66.0	34.3	41.0	48.3	48.1	0.0
LnGrp LOS	D	E	E	E	C	B	E	C	D	D	D	
Approach Vol, veh/h		1766			1225			715			177	
Approach Delay, s/veh		59.1			39.9			57.1			48.1	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.8	44.0	9.2	25.0	31.9	33.9	21.0	13.2
Change Period (Y+Rc), s	7.7	* 6.6	6.4	* 7.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 37	13.6	* 9.9	26.1	* 26	* 15	7.9
Max Q Clear Time (g_c+I1), s	13.3	19.5	2.9	12.3	26.0	27.9	15.6	6.1
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	52.2
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Future Volume (veh/h)	115	938	298	180	650	330	350	108	166	428	133	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
Arrive On Green	0.05	0.38	0.38	0.08	0.40	0.40	0.13	0.13	0.13	0.13	0.14	0.14
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	3554	1585
Grp Volume(v), veh/h	125	1020	324	196	707	359	380	117	180	465	145	174
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1777	1585
Q Serve(g_s), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Cycle Q Clear(g_c), s	3.5	24.9	15.9	5.6	14.8	17.5	10.8	5.8	11.1	13.3	3.7	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1355	605	263	1433	639	443	246	208	460	485	216
V/C Ratio(X)	0.67	0.75	0.54	0.74	0.49	0.56	0.86	0.48	0.86	1.01	0.30	0.81
Avail Cap(c_a), veh/h	435	1355	605	435	1433	639	460	249	211	460	485	216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	26.8	24.1	45.2	22.2	23.0	42.7	40.2	42.6	43.3	38.9	41.9
Incr Delay (d2), s/veh	1.5	3.9	3.4	1.6	1.2	3.5	13.8	0.5	27.7	44.9	0.1	18.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.3	6.4	2.3	5.9	7.0	5.4	2.7	5.9	8.5	1.6	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	30.7	27.4	46.8	23.4	26.6	56.5	40.8	70.2	88.3	39.0	60.2
LnGrp LOS	D	C	C	D	C	C	E	D	E	F	D	E
Approach Vol, veh/h		1469			1262			677			784	
Approach Delay, s/veh		31.5			28.0			57.4			72.9	
Approach LOS		C			C			E			E	

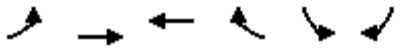
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	47.3	20.0	19.8	15.0	45.1	19.5	20.3
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	33.0	* 13	* 13	* 13	33.0	* 13	* 13
Max Q Clear Time (g_c+I1), s	5.5	19.5	15.3	13.1	7.6	26.9	12.8	12.6
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.1	2.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	224	0	951	408	427	258
Future Volume (veh/h)	224	0	951	408	427	258
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	1870	1870
Adj Flow Rate, veh/h	243	0	1034	443	464	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	379	0	1564	697	445	396
Arrive On Green	0.13	0.00	0.44	0.44	0.25	0.25
Sat Flow, veh/h	1781	243	3647	1585	1781	1585
Grp Volume(v), veh/h	243	38.0	1034	443	464	280
Grp Sat Flow(s),veh/h/ln	1781	D	1777	1585	1781	1585
Q Serve(g_s), s	4.2		23.0	21.7	25.0	16.1
Cycle Q Clear(g_c), s	4.2		23.0	21.7	25.0	16.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379		1564	697	445	396
V/C Ratio(X)	0.64		0.66	0.64	1.04	0.71
Avail Cap(c_a), veh/h	379		1564	697	445	396
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1		22.1	21.8	37.5	34.2
Incr Delay (d2), s/veh	2.8		2.2	4.4	54.0	4.9
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3		9.1	8.1	17.3	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.0		24.3	26.1	91.5	39.0
LnGrp LOS	D		C	C	F	D
Approach Vol, veh/h			1477		744	
Approach Delay, s/veh			24.9		71.7	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	19.0	50.0				31.0
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	13.0	44.0				25.0
Max Q Clear Time (g_c+I1), s	6.2	25.0				27.0
Green Ext Time (p_c), s	0.1	3.6				0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
Future Vol, veh/h	67	7	34	74	8	1	11	506	103	0	555	91
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	-	-	Free	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	8	37	80	9	1	12	550	112	0	603	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	957	1227	351	880	1276	275	702	0	-	550	0	0
Stage 1	653	653	-	574	574	-	-	-	-	-	-	-
Stage 2	304	574	-	306	702	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	212	177	645	241	165	722	891	-	0	1016	-	-
Stage 1	423	462	-	471	501	-	-	-	0	-	-	-
Stage 2	681	501	-	679	439	-	-	-	0	-	-	-
Platoon blocked, %								-			-	-
Mov Cap-1 Maneuver	201	175	645	217	163	722	891	-	-	1016	-	-
Mov Cap-2 Maneuver	201	175	-	217	163	-	-	-	-	-	-	-
Stage 1	418	462	-	465	494	-	-	-	-	-	-	-
Stage 2	659	494	-	630	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.6	30.5	0.2	0
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	891	-	201	442	217	178	1016	-	-
HCM Lane V/C Ratio	0.013	-	0.362	0.101	0.371	0.055	-	-	-
HCM Control Delay (s)	9.1	-	32.7	14.1	31	26.4	0	-	-
HCM Lane LOS	A	-	D	B	D	D	A	-	-
HCM 95th %tile Q(veh)	0	-	1.6	0.3	1.6	0.2	0	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	424	151	147	0	0	500
Future Vol, veh/h	424	151	147	0	0	500
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	461	164	160	0	0	543

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	160	0	-	0	1164	80
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	1004	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1417	-	-	-	188	964
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1417	-	-	-	127	964
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	SB
HCM Control Delay, s	6.5	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1417	-	-	-	964
HCM Lane V/C Ratio	0.325	-	-	-	0.564
HCM Control Delay (s)	8.8	-	-	-	13.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	1.4	-	-	-	3.6

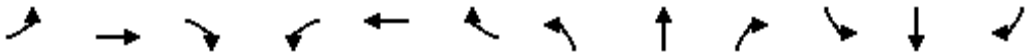
Intersection	
Int Delay, s/veh	8.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Future Vol, veh/h	0	0	88	187	1	0	56	141	141	0	165	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	96	203	1	0	61	153	153	0	179	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	532	608	180	580	533	230	181	0	0	306	0	0
Stage 1	180	180	-	352	352	-	-	-	-	-	-	-
Stage 2	352	428	-	228	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	410	863	426	453	809	1394	-	-	1255	-	-
Stage 1	822	750	-	665	632	-	-	-	-	-	-	-
Stage 2	665	585	-	775	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	438	388	863	363	429	809	1394	-	-	1255	-	-
Mov Cap-2 Maneuver	438	388	-	363	429	-	-	-	-	-	-	-
Stage 1	778	750	-	629	598	-	-	-	-	-	-	-
Stage 2	628	553	-	689	750	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	27	1.3	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1394	-	-	863	363	1255	-	-
HCM Lane V/C Ratio	0.044	-	-	0.111	0.563	-	-	-
HCM Control Delay (s)	7.7	0	-	9.7	27	0	-	-
HCM Lane LOS	A	A	-	A	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	3.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Future Volume (veh/h)	4	0	80	30	0	10	87	522	79	16	849	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	4	0	87	33	0	11	95	567	86	17	923	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	41	3	116	142	9	29	153	889	130	595	1479	13
Arrive On Green	0.08	0.00	0.08	0.08	0.00	0.08	0.80	0.80	0.80	0.80	0.80	0.80
Sat Flow, veh/h	32	38	1517	1008	121	376	138	1113	163	779	1851	16
Grp Volume(v), veh/h	91	0	0	44	0	0	748	0	0	17	0	931
Grp Sat Flow(s),veh/h/ln	1587	0	0	1504	0	0	1414	0	0	779	0	1867
Q Serve(g_s), s	1.4	0.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0	19.3
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.5	0.0	0.0	25.2	0.0	0.0	0.9	0.0	19.3
Prop In Lane	0.04		0.96	0.75		0.25	0.13		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	160	0	0	180	0	0	1171	0	0	595	0	1492
V/C Ratio(X)	0.57	0.00	0.00	0.24	0.00	0.00	0.64	0.00	0.00	0.03	0.00	0.62
Avail Cap(c_a), veh/h	383	0	0	374	0	0	1171	0	0	595	0	1492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	42.2	0.0	0.0	3.6	0.0	0.0	2.0	0.0	3.9
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	2.7	0.0	0.0	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.0	0.0	0.0	4.0	0.0	0.0	0.1	0.0	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	0.0	42.5	0.0	0.0	6.3	0.0	0.0	2.1	0.0	5.9
LnGrp LOS	D	A	A	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		91			44			748			948	
Approach Delay, s/veh		44.8			42.5			6.3			5.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.0		13.4		83.0		13.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		77.0		21.0		77.0		21.0				
Max Q Clear Time (g_c+I1), s		27.2		7.4		21.3		4.5				
Green Ext Time (p_c), s		3.8		0.2		4.1		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			8.8									
HCM 6th LOS			A									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	8
Future Volume (veh/h)	2	4	114	207	5	131	115	555	258	276	679	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	4	124	225	5	142	125	603	280	300	738	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	336	13	411	353	14	410	301	1067	905	328	1052	13
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	1241	50	1543	1262	54	1539	714	1870	1585	629	1844	22
Grp Volume(v), veh/h	2	0	128	225	0	147	125	603	280	300	0	747
Grp Sat Flow(s),veh/h/ln	1241	0	1593	1262	0	1593	714	1870	1585	629	0	1866
Q Serve(g_s), s	0.1	0.0	4.7	12.7	0.0	5.5	11.2	15.0	6.8	27.0	0.0	21.1
Cycle Q Clear(g_c), s	5.6	0.0	4.7	17.5	0.0	5.5	32.3	15.0	6.8	42.0	0.0	21.1
Prop In Lane	1.00		0.97	1.00		0.97	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	336	0	424	353	0	424	301	1067	905	328	0	1065
V/C Ratio(X)	0.01	0.00	0.30	0.64	0.00	0.35	0.42	0.56	0.31	0.91	0.00	0.70
Avail Cap(c_a), veh/h	359	0	454	377	0	455	301	1067	905	328	0	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	21.5	28.5	0.0	21.8	22.9	10.0	8.2	26.4	0.0	11.3
Incr Delay (d2), s/veh	0.0	0.0	0.1	2.3	0.0	0.2	0.3	0.4	0.1	28.3	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.7	3.9	0.0	2.0	1.8	5.4	2.0	7.8	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	21.7	30.8	0.0	22.0	23.2	10.4	8.3	54.8	0.0	13.1
LnGrp LOS	C	A	C	C	A	C	C	B	A	D	A	B
Approach Vol, veh/h		130			372			1008			1047	
Approach Delay, s/veh		21.7			27.3			11.4			25.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	48.0	25.6	48.0	25.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	42.0	21.0	42.0	21.0
Max Q Clear Time (g_c+I1), s	34.3	7.6	44.0	19.5
Green Ext Time (p_c), s	2.0	0.3	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Future Volume (veh/h)	480	2163	62	237	968	189	144	259	258	294	221	369
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	2351	67	258	1052	205	157	282	0	320	240	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	579	2402	746	308	1382	616	199	448		369	522	
Arrive On Green	0.17	0.47	0.47	0.09	0.39	0.39	0.13	0.13	0.00	0.11	0.28	0.00
Sat Flow, veh/h	3456	5106	1585	3456	3554	1585	1140	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	522	2351	67	258	1052	205	157	282	0	320	240	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1777	1585	1140	1777	1585	1728	1870	1585
Q Serve(g_s), s	19.3	58.8	3.0	9.6	33.4	11.8	16.4	9.8	0.0	11.9	13.8	0.0
Cycle Q Clear(g_c), s	19.3	58.8	3.0	9.6	33.4	11.8	16.4	9.8	0.0	11.9	13.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	579	2402	746	308	1382	616	199	448		369	522	
V/C Ratio(X)	0.90	0.98	0.09	0.84	0.76	0.33	0.79	0.63		0.87	0.46	
Avail Cap(c_a), veh/h	731	2402	746	369	1382	616	199	448		372	524	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	53.1	33.8	19.0	58.3	34.5	27.9	57.5	53.9	0.0	57.2	38.8	0.0
Incr Delay (d2), s/veh	10.8	14.0	0.2	11.6	4.0	1.4	17.3	2.1	0.0	19.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	25.4	1.1	4.6	14.4	4.8	6.2	4.5	0.0	6.1	6.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	47.8	19.3	69.9	38.5	29.3	74.8	56.0	0.0	76.1	39.0	0.0
LnGrp LOS	E	D	B	E	D	C	E	E		E	D	
Approach Vol, veh/h		2940			1515			439			560	
Approach Delay, s/veh		50.0			42.6			62.8			60.2	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	28.3	57.8	19.9	24.0	17.7	68.4		43.9
Change Period (Y+Rc), s	* 6.5	* 7.3	6.0	7.6	6.1	* 7.3		7.6
Max Green Setting (Gmax), s	* 28	* 45	14.0	16.4	13.9	* 59		36.4
Max Q Clear Time (g_c+I1), s	21.3	35.4	13.9	18.4	11.6	60.8		15.8
Green Ext Time (p_c), s	0.5	3.1	0.0	0.0	0.0	0.0		0.5

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Future Volume (veh/h)	22	2304	453	294	1185	2	395	15	226	175	255	682
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1412	3932	1220	289	1842	822	367	137		473	243	
Arrive On Green	0.41	0.77	0.77	0.16	0.52	0.52	0.11	0.04	0.00	0.14	0.07	0.00
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	24	2504	492	320	1288	2	429	16	0	190	277	0
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	0.5	28.8	13.5	21.1	35.6	0.1	13.8	0.6	0.0	6.5	8.9	0.0
Cycle Q Clear(g_c), s	0.5	28.8	13.5	21.1	35.6	0.1	13.8	0.6	0.0	6.5	8.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1412	3932	1220	289	1842	822	367	137		473	243	
V/C Ratio(X)	0.02	0.64	0.40	1.11	0.70	0.00	1.17	0.12		0.40	1.14	
Avail Cap(c_a), veh/h	1412	3932	1220	289	1842	822	367	271		473	243	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.9	6.7	5.0	54.5	23.6	15.1	58.1	60.4	0.0	51.2	60.6	0.0
Incr Delay (d2), s/veh	0.0	0.8	1.0	84.7	2.2	0.0	101.7	0.1	0.0	0.2	100.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.7	4.2	15.9	14.3	0.0	11.2	0.3	0.0	2.9	7.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	7.5	6.0	139.1	25.9	15.1	159.8	60.5	0.0	51.4	160.7	0.0
LnGrp LOS	C	A	A	F	C	B	F	E		D	F	
Approach Vol, veh/h		3020			1610			445			467	
Approach Delay, s/veh		7.4			48.4			156.2			116.3	
Approach LOS		A			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	74.0	24.9	11.1	27.0	109.0	20.0	16.0
Change Period (Y+Rc), s	7.7	* 6.6	7.1	* 6.1	5.9	* 7.7	* 6.2	7.1
Max Green Setting (Gmax), s	12.3	* 67	13.6	* 9.9	21.1	* 61	* 14	8.9
Max Q Clear Time (g_c+I1), s	2.5	37.6	8.5	2.6	23.1	30.8	15.8	10.9
Green Ext Time (p_c), s	0.0	5.5	0.1	0.0	0.0	16.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1250	250	185	824	410	490	135	330	258	112	136
Future Volume (veh/h)	142	1250	250	185	824	410	490	135	330	258	112	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1359	272	201	896	446	533	147	0	280	122	148
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1588	708	253	1636	730	566	319		330	191	162
Arrive On Green	0.06	0.45	0.45	0.07	0.46	0.46	0.16	0.17	0.00	0.10	0.10	0.10
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	1870	1585	3456	1870	1585
Grp Volume(v), veh/h	154	1359	272	201	896	446	533	147	0	280	122	148
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1870	1585	1728	1870	1585
Q Serve(g_s), s	5.7	44.5	14.9	7.4	23.6	27.5	19.8	9.2	0.0	10.4	8.1	12.0
Cycle Q Clear(g_c), s	5.7	44.5	14.9	7.4	23.6	27.5	19.8	9.2	0.0	10.4	8.1	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1588	708	253	1636	730	566	319		330	191	162
V/C Ratio(X)	0.75	0.86	0.38	0.80	0.55	0.61	0.94	0.46		0.85	0.64	0.91
Avail Cap(c_a), veh/h	335	1588	708	335	1636	730	566	319		354	191	162
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.2	32.2	24.0	59.3	25.3	26.3	53.7	48.5	0.0	57.9	56.0	57.8
Incr Delay (d2), s/veh	2.0	6.1	1.6	6.8	1.3	3.8	23.9	0.4	0.0	15.4	5.3	45.3
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	2.5	19.2	5.9	3.4	9.7	11.1	10.5	4.4	0.0	5.2	4.1	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	38.3	25.6	66.1	26.6	30.1	77.6	48.9	0.0	73.3	61.4	103.0
LnGrp LOS	E	D	C	E	C	C	E	D		E	E	F
Approach Vol, veh/h		1785			1543			680			550	
Approach Delay, s/veh		38.5			32.8			71.4			78.6	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	66.9	19.1	28.9	16.9	65.1	28.0	20.0
Change Period (Y+Rc), s	* 7.4	7.0	* 6.7	* 6.7	* 7.4	7.0	* 6.7	* 6.7
Max Green Setting (Gmax), s	* 13	55.0	* 13	* 21	* 13	55.0	* 21	* 13
Max Q Clear Time (g_c+I1), s	7.7	29.5	12.4	11.2	9.4	46.5	21.8	14.0
Green Ext Time (p_c), s	0.1	4.3	0.0	0.3	0.1	4.1	0.0	0.0

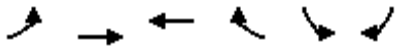
Intersection Summary	
HCM 6th Ctrl Delay	46.3
HCM 6th LOS	D

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	149	0	1110	340	380	355
Future Volume (veh/h)	149	0	1110	340	380	355
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	1870	1870
Adj Flow Rate, veh/h	162	0	1207	370	413	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	256	0	1941	866	462	411
Arrive On Green	0.06	0.00	0.55	0.55	0.26	0.26
Sat Flow, veh/h	1781	162	3647	1585	1781	1585
Grp Volume(v), veh/h	162	19.3	1207	370	413	386
Grp Sat Flow(s),veh/h/ln	1781	B	1777	1585	1781	1585
Q Serve(g_s), s	5.2		30.3	18.0	29.1	31.0
Cycle Q Clear(g_c), s	5.2		30.3	18.0	29.1	31.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	256		1941	866	462	411
V/C Ratio(X)	0.63		0.62	0.43	0.89	0.94
Avail Cap(c_a), veh/h	431		1941	866	589	524
HCM Platoon Ratio	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.4		20.3	17.5	46.4	47.1
Incr Delay (d2), s/veh	1.0		1.5	1.5	11.8	20.0
Initial Q Delay(d3),s/veh	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9		11.9	6.4	14.3	14.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.3		21.8	19.0	58.2	67.1
LnGrp LOS	B		C	B	E	E
Approach Vol, veh/h			1577		799	
Approach Delay, s/veh			21.1		62.5	
Approach LOS			C		E	

Timer - Assigned Phs	1	2				8
Phs Duration (G+Y+Rc), s	13.2	77.0				39.7
Change Period (Y+Rc), s	6.0	6.0				6.0
Max Green Setting (Gmax), s	20.0	49.0				43.0
Max Q Clear Time (g_c+I1), s	7.2	32.3				33.0
Green Ext Time (p_c), s	0.1	4.1				0.7

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Future Vol, veh/h	28	11	163	145	26	0	29	274	123	3	368	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	65	-	-	0	-	-	110	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	12	177	158	28	0	32	298	134	3	400	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	650	919	217	641	868	216	433	0	0	432	0	0
Stage 1	423	423	-	429	429	-	-	-	-	-	-	-
Stage 2	227	496	-	212	439	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	354	270	787	360	289	789	1123	-	-	1124	-	-
Stage 1	579	586	-	574	582	-	-	-	-	-	-	-
Stage 2	755	544	-	770	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	319	262	787	263	280	789	1123	-	-	1124	-	-
Mov Cap-2 Maneuver	319	262	-	263	280	-	-	-	-	-	-	-
Stage 1	563	584	-	558	566	-	-	-	-	-	-	-
Stage 2	697	529	-	583	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.8	34.5	0.6	0.1
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1123	-	-	319	699	263	280	1124	-	-
HCM Lane V/C Ratio	0.028	-	-	0.095	0.271	0.599	0.101	0.003	-	-
HCM Control Delay (s)	8.3	-	-	17.5	12.1	37.2	19.3	8.2	-	-
HCM Lane LOS	A	-	-	C	B	E	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.1	3.5	0.3	0	-	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	215	89	102	0	1	305
Future Vol, veh/h	215	89	102	0	1	305
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	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	234	97	111	0	1	332

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	628	56
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1477	-	-	-	415	999
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	563	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1477	-	-	-	349	999
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	563	-

Approach	EB	WB	SB
HCM Control Delay, s	5.6	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	993
HCM Lane V/C Ratio	0.158	-	-	-	0.335
HCM Control Delay (s)	7.9	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

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	8	1	33	174	2	1	12	99	104	0	99	1
Future Vol, veh/h	8	1	33	174	2	1	12	99	104	0	99	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	36	189	2	1	13	108	113	0	108	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	301	356	109	318	300	165	109	0	0	221	0	0
Stage 1	109	109	-	191	191	-	-	-	-	-	-	-
Stage 2	192	247	-	127	109	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	651	570	945	635	612	879	1481	-	-	1348	-	-
Stage 1	896	805	-	811	742	-	-	-	-	-	-	-
Stage 2	810	702	-	877	805	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	643	564	945	605	606	879	1481	-	-	1348	-	-
Mov Cap-2 Maneuver	643	564	-	605	606	-	-	-	-	-	-	-
Stage 1	887	805	-	803	735	-	-	-	-	-	-	-
Stage 2	799	695	-	843	805	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	13.7	0.4	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1481	-	-	855	606	1348	-	-
HCM Lane V/C Ratio	0.009	-	-	0.053	0.317	-	-	-
HCM Control Delay (s)	7.5	0	-	9.4	13.7	0	-	-
HCM Lane LOS	A	A	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0	-	-

SIGNAL WARRANTS

2026 SIGNAL WARRANTS

Signal Warrants Report For Intersection 8: Highland Blvd & 11800 North

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	463	618	237	96
2	449	599	230	93
3	440	587	225	91
4	412	550	211	85
5	366	488	187	76
6	361	482	185	75
7	357	476	182	74
8	324	433	166	67
9	319	426	164	66
10	315	420	161	65
11	273	365	140	57
12	255	340	130	53
13	250	334	128	52
14	185	247	95	38
15	185	247	95	38
16	130	173	66	27
17	74	99	38	15
18	74	99	38	15
19	42	56	21	9
20	23	31	12	5
21	14	19	7	3
22	5	6	2	1
23	5	6	2	1
24	5	6	2	1

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1081	1	237	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
2	2	1048	1	230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
3	2	1027	1	225	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
4	2	962	1	211	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
5	2	854	1	187	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
6	2	843	1	185	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
7	2	833	1	182	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
8	2	757	1	166	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
9	2	745	1	164	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
10	2	735	1	161	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
11	2	638	1	140	No	Yes	Yes	Yes	No	No	Yes	Yes	No	No
12	2	595	1	130	No	Yes	Yes	Yes	No	No	No	Yes	No	No
13	2	584	1	128	No	Yes	Yes	Yes	No	No	No	Yes	No	No
14	2	432	1	95	No	No	No	Yes	No	No	No	No	No	No
15	2	432	1	95	No	No	No	Yes	No	No	No	No	No	No
16	2	303	1	66	No	No	No	No	No	No	No	No	No	No
17	2	173	1	38	No	No	No	No	No	No	No	No	No	No
18	2	173	1	38	No	No	No	No	No	No	No	No	No	No
19	2	98	1	21	No	No	No	No	No	No	No	No	No	No
20	2	54	1	12	No	No	No	No	No	No	No	No	No	No
21	2	33	1	7	No	No	No	No	No	No	No	No	No	No
22	2	11	1	2	No	No	No	No	No	No	No	No	No	No
23	2	11	1	2	No	No	No	No	No	No	No	No	No	No
24	2	11	1	2	No	No	No	No	No	No	No	No	No	No
Hours Met					10	13	13	15	4	10	11	13	4	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	295.1	13
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	19:25	0:20
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	237	96
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1414	1414
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	

2050 SIGNAL WARRANT

Signal Warrants Report For Intersection 8: Highland Blvd & 11800 North

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	N, S
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	N	S	E	W
1	817	679	338	0
2	792	659	328	0
3	776	645	321	0
4	727	604	301	0
5	645	536	267	0
6	637	530	264	0
7	629	523	260	0
8	572	475	237	0
9	564	469	233	0
10	556	462	230	0
11	482	401	199	0
12	449	373	186	0
13	441	367	183	0
14	327	272	135	0
15	327	272	135	0
16	229	190	95	0
17	131	109	54	0
18	131	109	54	0
19	74	61	30	0
20	41	34	17	0
21	25	20	10	0
22	8	7	3	0
23	8	7	3	0
24	8	7	3	0

Warrant Analysis by Hour

Hour	Major Streets		Minor Street		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		Condition B
1	2	1496	1	338	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	2	1451	1	328	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	2	1421	1	321	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	2	1331	1	301	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	2	1181	1	267	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
6	2	1167	1	264	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
7	2	1152	1	260	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
8	2	1047	1	237	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
9	2	1033	1	233	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
10	2	1018	1	230	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
11	2	883	1	199	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
12	2	822	1	186	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
13	2	808	1	183	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	No
14	2	599	1	135	No	Yes	Yes	Yes	No	No	No	Yes	No	No
15	2	599	1	135	No	Yes	Yes	Yes	No	No	No	Yes	No	No
16	2	419	1	95	No	No	No	Yes	No	No	No	No	No	No
17	2	240	1	54	No	No	No	No	No	No	No	No	No	No
18	2	240	1	54	No	No	No	No	No	No	No	No	No	No
19	2	135	1	30	No	No	No	No	No	No	No	No	No	No
20	2	75	1	17	No	No	No	No	No	No	No	No	No	No
21	2	45	1	10	No	No	No	No	No	No	No	No	No	No
22	2	15	1	3	No	No	No	No	No	No	No	No	No	No
23	2	15	1	3	No	No	No	No	No	No	No	No	No	No
24	2	15	1	3	No	No	No	No	No	No	No	No	No	No
Hours Met					13	15	15	16	10	13	13	15	11	7

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	1280	56.8
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	120:10	0:00
Delay Condition Met	Yes	No
Volume on Minor Street Approach During Same Hour	338	0
High Minor Volume Condition Met	Yes	No
Total Entering Volume on All Approaches During Same Hour	1834	1834
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	No
Warrant Met for Intersection	**Yes**	