

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	T	S	S
Traffic Vol, veh/h	59	26	113	35	22	93
Future Vol, veh/h	59	26	113	35	22	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	8	4	2	4	2
Mvmt Flow	66	29	127	39	25	104
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	301	147	0	0	166	0
Stage 1	147	-	-	-	-	-
Stage 2	154	-	-	-	-	-
Critical Hdwy	6.42	6.28	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.372	-	-	2.236	-
Pot Cap-1 Maneuve	691	884	-	-	1400	-
Stage 1	880	-	-	-	-	-
Stage 2	874	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	678	884	-	-	1400	-
Mov Cap-2 Maneuve	678	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.7	0	1.5			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	730	1400	-	
HCM Lane V/C Ratio	-	-	0.131	0.018	-	
HCM Control Delay (s)	-	-	10.7	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-	

Intersection

Intersection Delay, s/veh 8.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	9	0	3	9	146	0	1	4	149	2	4
Future Vol, veh/h	3	9	0	3	9	146	0	1	4	149	2	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	4	2	2	2	4	2	2	2	3	2	4
Mvmt Flow	4	11	0	4	11	176	0	1	5	180	2	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.9	7.1	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	25%	2%	96%
Vol Thru, %	20%	75%	6%	1%
Vol Right, %	80%	0%	92%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	12	158	155
LT Vol	0	3	3	149
Through Vol	1	9	9	2
RT Vol	4	0	146	4
Lane Flow Rate	6	14	190	187
Geometry Grp	1	1	1	1
Degree of Util (X)	0.007	0.019	0.204	0.233
Departure Headway (Hd)	4.087	4.639	3.867	4.488
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	775	933	790
Service Time	2.103	2.645	1.868	2.57
HCM Lane V/C Ratio	0.007	0.018	0.204	0.237
HCM Control Delay	7.1	7.7	7.9	9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.8	0.9

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	37	96	23	32	71	35
Future Vol, veh/h	37	96	23	32	71	35
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	4	2	4	4	7	2
Mvmt Flow	42	109	26	36	81	40
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	249	47	0	0	65	0
Stage 1	47	-	-	-	-	-
Stage 2	202	-	-	-	-	-
Critical Hdwy	6.44	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	735	1022	-	-	1506	-
Stage 1	970	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	692	1019	-	-	1502	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.8	0	5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	901	1502	-	
HCM Lane V/C Ratio	-	-	0.168	0.054	-	
HCM Control Delay (s)	-	-	9.8	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	49	38	162	63	37	190
Future Vol, veh/h	49	38	162	63	37	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	5	2	2	5	3
Mvmt Flow	57	44	188	73	43	221

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	532	225	0	0	261	0
Stage 1	225	-	-	-	-	-
Stage 2	307	-	-	-	-	-
Critical Hdwy	6.42	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.51	3.34	-	-	2.24	-
Pot Cap-1 Maneuve	508	807	-	-	1286	-
Stage 1	812	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuve	489	807	-	-	1286	-
Mov Cap-2 Maneuve	489	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	718	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	591	1286
HCM Lane V/C Ratio	-	-	0.171	0.033
HCM Control Delay (s)	-	-	12.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection												
Intersection Delay, s/veh	9.6											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	16	0	5	16	210	0	1	7	239	4	5
Future Vol, veh/h	8	16	0	5	16	210	0	1	7	239	4	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	6	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	9	18	0	6	18	233	0	1	8	266	4	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.9	7.5	10.5
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	2%	96%
Vol Thru, %	12%	67%	7%	2%
Vol Right, %	88%	0%	91%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	24	231	248
LT Vol	0	8	5	239
Through Vol	1	16	16	4
RT Vol	7	0	210	5
Lane Flow Rate	9	27	257	276
Geometry Grp	1	1	1	1
Degree of Util (X)	0.011	0.037	0.295	0.364
Departure Headway (Hd)	4.36	4.99	4.135	4.751
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	817	716	870	755
Service Time	2.407	3.029	2.159	2.787
HCM Lane V/C Ratio	0.011	0.038	0.295	0.366
HCM Control Delay	7.5	8.2	8.9	10.5
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.1	1.2	1.7

Intersection						
Int Delay, s/veh	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	S	T
Traffic Vol, veh/h	48	117	45	39	113	65
Future Vol, veh/h	48	117	45	39	113	65
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	2	2
Mvmt Flow	53	129	49	43	124	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	392	73	0	0	94	0
Stage 1	73	-	-	-	-	-
Stage 2	319	-	-	-	-	-
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 Maneuve	612	989	-	-	1500	-
Stage 1	950	-	-	-	-	-
Stage 2	737	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuve	558	987	-	-	1497	-
Mov Cap-2 Maneuve	558	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.7	0	4.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	807	1497	-	
HCM Lane V/C Ratio	-	-	0.225	0.083	-	
HCM Control Delay (s)	-	-	10.7	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.9	0.3	-	

Intersection

Int Delay, s/veh 2.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 61 37 210 53 38 173

Future Vol, veh/h 61 37 210 53 38 173

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 3 2 2 3 2

Mvmt Flow 64 39 221 56 40 182

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 511 249 0 0 277 0

Stage 1 249 - - - - -

Stage 2 262 - - - - -

Critical Hdwy 6.42 6.23 - - 4.13 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.327 - - 2.227 -

Pot Cap-1 Maneuve 523 787 - - 1280 -

Stage 1 792 - - - - -

Stage 2 782 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuve 505 787 - - 1280 -

Mov Cap-2 Maneuve 505 - - - - -

Stage 1 792 - - - - -

Stage 2 755 - - - - -

Approach WB NB SB

HCM Control Delay, s 12.5 0 1.4

HCM LOS B

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 584 1280 -

HCM Lane V/C Ratio - - 0.177 0.031 -

HCM Control Delay (s) - - 12.5 7.9 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 0.6 0.1 -

Intersection

Intersection Delay, s/veh 9.4
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	0	6	10	257	0	0	8	235	1	3
Future Vol, veh/h	4	11	0	6	10	257	0	0	8	235	1	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	27	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	11	0	6	10	265	0	0	8	242	1	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.9	7.3	10.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	2%	98%
Vol Thru, %	0%	73%	4%	0%
Vol Right, %	100%	0%	94%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	8	15	273	239
LT Vol	0	4	6	235
Through Vol	0	11	10	1
RT Vol	8	0	257	3
Lane Flow Rate	8	15	281	246
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.021	0.315	0.325
Departure Headway (Hd)	4.261	4.92	4.029	4.754
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	727	895	756
Service Time	2.303	2.952	2.045	2.788
HCM Lane V/C Ratio	0.01	0.021	0.314	0.325
HCM Control Delay	7.3	8.1	8.9	10.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.1	1.4	1.4

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	47	196	35	42	140	64
Future Vol, veh/h	47	196	35	42	140	64
Conflicting Peds, #/hr	0	4	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	209	37	45	149	68
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	427	65	0	0	83	0
Stage 1	61	-	-	-	-	-
Stage 2	366	-	-	-	-	-
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 Maneuve	584	999	-	-	1514	-
Stage 1	962	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	524	995	-	-	1513	-
Mov Cap-2 Maneuve	524	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	1.1	0	5.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT	
Capacity (veh/h)	-	-	848	1513	-	
HCM Lane V/C Ratio	-	-	0.305	0.098	-	
HCM Control Delay (s)	-	-	11.1	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.3	0.3	-	

Intersection

Int Delay, s/veh 3.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 72 32 138 43 27 113

Future Vol, veh/h 72 32 138 43 27 113

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 89 89 89 89 89 89

Heavy Vehicles, % 2 8 4 2 14 2

Mvmt Flow 81 36 155 48 30 127

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 366 179 0 0 203 0

Stage 1 179 - - - - -

Stage 2 187 - - - - -

Critical Hdwy 6.42 6.28 - - 4.24 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.372 - - 2.326 -

Pot Cap-1 Maneuver 634 849 - - 1300 -

Stage 1 852 - - - - -

Stage 2 845 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 618 849 - - 1300 -

Mov Cap-2 Maneuver 618 - - - - -

Stage 1 852 - - - - -

Stage 2 824 - - - - -

Approach WB NB SB

HCM Control Delay, s 1.5 0 1.5

HCM LOS B

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 674 1300 -

HCM Lane V/C Ratio - - 0.173 0.023 -

HCM Control Delay (s) - - 11.5 7.8 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 0.6 0.1 -

Intersection												
Intersection Delay, s/veh	8.9											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	11	0	4	11	178	0	1	5	182	2	5
Future Vol, veh/h	4	11	0	4	11	178	0	1	5	182	2	5
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	33	2	2	2	4	2	2	2	3	2	25
Mvmt Flow	5	13	0	5	13	214	0	1	6	219	2	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.4	7.3	9.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	27%	2%	96%
Vol Thru, %	17%	73%	6%	1%
Vol Right, %	83%	0%	92%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	15	193	189
LT Vol	0	4	4	182
Through Vol	1	11	11	2
RT Vol	5	0	178	5
Lane Flow Rate	7	18	233	228
Geometry Grp	1	1	1	1
Degree of Util (X)	0.008	0.024	0.257	0.296
Departure Headway (Hd)	4.23	4.806	3.985	4.683
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	845	745	905	772
Service Time	2.261	2.831	1.999	2.683
HCM Lane V/C Ratio	0.008	0.024	0.257	0.295
HCM Control Delay	7.3	7.9	8.4	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	1	1.2

Intersection						
Int Delay, s/veh	6.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	T	T	T	T	T
Traffic Vol, veh/h	45	117	28	39	87	43
Future Vol, veh/h	45	117	28	39	87	43
Conflicting Peds, #/hr	0	0	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	11	2	13	12	7	2
Mvmt Flow	51	133	32	44	99	49
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	304	57	0	0	79	0
Stage 1	57	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.51	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.318	-	-	2.263	-
Pot Cap-1 Maneuver	669	1009	-	-	1488	-
Stage 1	943	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	621	1006	-	-	1484	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.3	0	5.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT	
Capacity (veh/h)	-	-	858	1484	-	
HCM Lane V/C Ratio	-	-	0.215	0.067	-	
HCM Control Delay (s)	-	-	10.3	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.8	0.2	-	

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	60	46	198	77	45	232
Future Vol, veh/h	60	46	198	77	45	232
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	5	2	2	5	3
Mvmt Flow	70	53	230	90	52	270

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	649	275	0	0	320	0
Stage 1	275	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Critical Hdwy	6.42	6.25	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.345	-	-	2.245	-
Pot Cap-1 Maneuver	434	757	-	-	1223	-
Stage 1	771	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	757	-	-	1223	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	661	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	4.2	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	514	1223	-
HCM Lane V/C Ratio	-	-	0.24	0.043	-
HCM Control Delay (s)	-	-	14.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1	-

Intersection

Intersection Delay, s/veh 10.9

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	20	0	6	20	256	0	1	9	292	5	6
Future Vol, veh/h	10	20	0	6	20	256	0	1	9	292	5	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	6	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	11	22	0	7	22	284	0	1	10	324	6	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	10	7.8	12.1
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	33%	2%	96%
Vol Thru, %	10%	67%	7%	2%
Vol Right, %	90%	0%	91%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	30	282	303
LT Vol	0	10	6	292
Through Vol	1	20	20	5
RT Vol	9	0	256	6
Lane Flow Rate	11	33	313	337
Geometry Grp	1	1	1	1
Degree of Util (X)	0.014	0.049	0.377	0.459
Departure Headway (Hd)	4.604	5.257	4.328	4.91
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	677	830	731
Service Time	2.686	3.319	2.363	2.97
HCM Lane V/C Ratio	0.014	0.049	0.377	0.461
HCM Control Delay	7.8	8.6	10	12.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.2	1.8	2.4

Intersection						
Int Delay, s/veh	6.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	T	T	T	T	T
Traffic Vol, veh/h	59	143	55	48	138	79
Future Vol, veh/h	59	143	55	48	138	79
Conflicting Peds, #/hr	0	0	0	2	2	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	8	2	2
Mvmt Flow	65	157	60	53	152	87
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	480	89	0	0	115	0
Stage 1	89	-	-	-	-	-
Stage 2	391	-	-	-	-	-
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 Maneuve	545	969	-	-	1474	-
Stage 1	934	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	485	967	-	-	1472	-
Mov Cap-2 Maneuve	485	-	-	-	-	-
Stage 1	932	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.8	0	4.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT	
Capacity (veh/h)	-	-	749	1472	-	
HCM Lane V/C Ratio	-	-	0.296	0.103	-	
HCM Control Delay (s)	-	-	11.8	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.2	0.3	-	

Intersection

Int Delay, s/veh 3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 74 45 256 65 46 211

Future Vol, veh/h 74 45 256 65 46 211

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 95 95 95 95 95 95

Heavy Vehicles, % 2 3 2 2 3 2

Mvmt Flow 78 47 269 68 48 222

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 621 303 0 0 337 0

Stage 1 303 - - - - -

Stage 2 318 - - - - -

Critical Hdwy 6.42 6.23 - - 4.13 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.327 - - 2.227 -

Pot Cap-1 Maneuver 451 734 - - 1217 -

Stage 1 749 - - - - -

Stage 2 738 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 431 734 - - 1217 -

Mov Cap-2 Maneuver 431 - - - - -

Stage 1 749 - - - - -

Stage 2 705 - - - - -

Approach WB NB SB

HCM Control Delay, s 14.3 0 1.4

HCM LOS B

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 511 1217 -

HCM Lane V/C Ratio - - 0.245 0.04 -

HCM Control Delay (s) - - 14.3 8.1 0

HCM Lane LOS - - B A A

HCM 95th %tile Q(veh) - - 1 0.1 -

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	13	0	7	12	314	0	0	10	287	1	4
Future Vol, veh/h	5	13	0	7	12	314	0	0	10	287	1	4
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	2	27	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	13	0	7	12	324	0	0	10	296	1	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.4	10	7.6	11.4
HCM LOS	A	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	28%	2%	98%
Vol Thru, %	0%	72%	4%	0%
Vol Right, %	100%	0%	94%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	18	333	292
LT Vol	0	5	7	287
Through Vol	0	13	12	1
RT Vol	10	0	314	4
Lane Flow Rate	10	19	343	301
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.027	0.4	0.411
Departure Headway (Hd)	4.507	5.171	4.194	4.912
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	786	689	858	728
Service Time	2.58	3.227	2.223	2.967
HCM Lane V/C Ratio	0.013	0.028	0.4	0.413
HCM Control Delay	7.6	8.4	10	11.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0	0.1	1.9	2

Intersection						
Int Delay, s/veh	7.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	57	239	43	51	171	78
Future Vol, veh/h	57	239	43	51	171	78
Conflicting Peds, #/hr	0	4	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	254	46	54	182	83
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	521	78	0	0	101	0
Stage 1	74	-	-	-	-	-
Stage 2	447	-	-	-	-	-
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 Maneuve	516	983	-	-	1491	-
Stage 1	949	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	449	979	-	-	1490	-
Mov Cap-2 Maneuve	449	-	-	-	-	-
Stage 1	948	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.4	0	5.3			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	798	1490	-	
HCM Lane V/C Ratio	-	-	0.395	0.122	-	
HCM Control Delay (s)	-	-	12.4	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.9	0.4	-	

Intersection

Int Delay, s/veh 6.6

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 197 34 138 101 27 114

Future Vol, veh/h 197 34 138 101 27 114

Conflicting Peds, #/hr 15 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 8 4 2 4 2

Mvmt Flow 232 40 162 119 32 134

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 435 237 0 0 281 0

Stage 1 222 - - - - -

Stage 2 213 - - - - -

Critical Hdwy 6.42 6.28 - - 4.14 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.372 - - 2.236 -

Pot Cap-1 Maneuve 578 787 - - 1270 -

Stage 1 815 - - - - -

Stage 2 823 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuve 555 777 - - 1270 -

Mov Cap-2 Maneuve 555 - - - - -

Stage 1 815 - - - - -

Stage 2 791 - - - - -

Approach WB NB SB

HCM Control Delay, s 6.6 0 1.5

HCM LOS C

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 579 1270 -

HCM Lane V/C Ratio - - 0.469 0.025 -

HCM Control Delay (s) - - 16.6 7.9 0

HCM Lane LOS - - C A A

HCM 95th %tile Q(veh) - - 2.5 0.1 -

Intersection

Int Delay, s/veh 1.3

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations   

Traffic Vol, veh/h 140 0 21 229 2 32

Future Vol, veh/h 140 0 21 229 2 32

Conflicting Peds, #/hr 0 45 45 0 45 45

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 165 0 25 269 2 38

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 210 0 574 255

Stage 1 - - - - 210 -

Stage 2 - - - - 364 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - -2.218 -3.518 3.318

Pot Cap-1 Maneuver - - 1361 - 480 784

Stage 1 - - - - 825 -

Stage 2 - - - - 703 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - 1309 - 434 725

Mov Cap-2 Maneuver - - - - 434 -

Stage 1 - - - - 794 -

Stage 2 - - - - 662 -

Approach EB WB NB

HCM Control Delay, s 0 0.7 10.5

HCM LOS B

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h) 697 - - 1309 -

HCM Lane V/C Ratio 0.057 - - 0.019 -

HCM Control Delay (s) 10.5 - - 7.8 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0.1 -

Intersection

Int Delay, s/veh 3.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 22 151 188 21 55 61

Future Vol, veh/h 22 151 188 21 55 61

Conflicting Peds, #/hr45 0 0 45 50 50

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage,-# 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 26 178 221 25 65 72

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 291 0 - 0 559 329

Stage 1 - - - - 279 -

Stage 2 - - - - 280 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 271 - - - 490 712

Stage 1 - - - - 768 -

Stage 2 - - - - 767 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 223 - - - 442 656

Mov Cap-2 Maneuver - - - - 442 -

Stage 1 - - - - 721 -

Stage 2 - - - - 738 -

Approach EB WB SB

HCM Control Delay, s 1 0 14

HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1223 - - - 534

HCM Lane V/C Ratio 0.021 - - - 0.256

HCM Control Delay (s) 8 0 - - 14

HCM Lane LOS A A - - B

HCM 95th %tile Q(veh) 0.1 - - - 1

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	167	5	10	153	39	15	1	32	84	1	41
Future Vol, veh/h	33	167	5	10	153	39	15	1	32	84	1	41
Conflicting Peds, #/hr	55	0	55	55	0	55	45	0	50	50	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	196	6	12	180	46	18	1	38	99	1	48
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	281	0	0	257	0	0	629	637	304	629	617	303
Stage 1	-	-	-	-	-	-	332	332	-	282	282	-
Stage 2	-	-	-	-	-	-	297	305	-	347	335	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	282	-	-	1308	-	-	395	395	736	395	405	737
Stage 1	-	-	-	-	-	-	681	644	-	725	678	-
Stage 2	-	-	-	-	-	-	712	662	-	669	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	222	-	-	1247	-	-	324	342	672	327	351	676
Mov Cap-2 Maneuver	-	-	-	-	-	-	324	342	-	327	351	-
Stage 1	-	-	-	-	-	-	626	592	-	666	639	-
Stage 2	-	-	-	-	-	-	628	624	-	582	591	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			0.4			13.2			19.6		
HCM LOS							B			C		
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	NBLn1	SBLn1	EBL	EBT	EBR
Capacity (veh/h)		496	1222	-	-	1247	-	-	393			
HCM Lane V/C Ratio		0.114	0.032	-	-	0.009	-	-	0.377			
HCM Control Delay (s)		13.2	8	0	-	7.9	0	-	19.6			
HCM Lane LOS		B	A	A	-	A	A	-	C			
HCM 95th %tile Q(veh)		0.4	0.1	-	-	0	-	-	1.7			

Intersection

Int Delay, s/veh 1.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 11 271 188 17 39 14

Future Vol, veh/h 11 271 188 17 39 14

Conflicting Peds, #/hr55 0 0 55 55 50

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage,-# 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 13 319 221 20 46 16

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 296 0 - 0 686 336

Stage 1 - - - - 286 -

Stage 2 - - - - 400 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 265 - - - 413 706

Stage 1 - - - - 763 -

Stage 2 - - - - 677 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 206 - - - 370 645

Mov Cap-2 Maneuver - - - - 370 -

Stage 1 - - - - 718 -

Stage 2 - - - - 645 -

Approach EB WB SB

HCM Control Delay, s 0.3 0 15.1

HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1206 - - - 417

HCM Lane V/C Ratio 0.011 - - - 0.15

HCM Control Delay (s) 8 0 - - 15.1

HCM Lane LOS A A - - C

HCM 95th %tile Q(veh) 0 - - - 0.5

Intersection

Int Delay, s/veh 6.1

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	0	37	40	0	27	13
Future Vol, veh/h	0	37	40	0	27	13
Conflicting Peds, #/hr	0	45	45	0	40	40
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	44	47	0	32	15

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	89	0	201	107
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	788	947
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1449	-	709	880
Mov Cap-2 Maneuver	-	-	-	-	709	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	834	-

Approach EB WB NB

HCM Control Delay, s	0	7.6	10.1
HCM LOS			B

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h)	757	-	-	1449	-
HCM Lane V/C Ratio	0.062	-	-	0.032	-
HCM Control Delay (s)	10.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	103	0	234	32	0	320
Future Vol, veh/h	103	0	234	32	0	320
Conflicting Peds, #/hr	40	0	40	40	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	121	0	275	38	0	376
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	750	374	0	0	353	0
Stage 1	334	-	-	-	-	-
Stage 2	416	-	-	-	-	-
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 Maneuve	879	672	-	-	1206	-
Stage 1	725	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	854	627	-	-	1165	-
Mov Cap-2 Maneuve	854	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.4	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBT	NBT	SBL	SBT	
Capacity (veh/h)	-	-	354	1165	-	
HCM Lane V/C Ratio	-	-	0.342	-	-	
HCM Control Delay (s)	-	-	20.4	0	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.5	0	-	

Intersection

Int Delay, s/veh 4.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 28 0 0 20 7 9

Future Vol, veh/h 28 0 0 20 7 9

Conflicting Peds, #/hr 45 50 50 0 0 45

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 85 85 85 85 85 85

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 33 0 0 24 8 11

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 133 114 69 0 - 0

Stage 1 64 - - - - -

Stage 2 69 - - - - -

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 861 939 1532 - - -

Stage 1 959 - - - - -

Stage 2 954 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 790 861 1467 - - -

Mov Cap-2 Maneuver 790 - - - - -

Stage 1 919 - - - - -

Stage 2 914 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.8 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBTEBLn1 SBT SBR

Capacity (veh/h) 1467 - 790 - -

HCM Lane V/C Ratio - -0.042 - -

HCM Control Delay (s) 0 - 9.8 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	13	28	0	0	0
Future Vol, veh/h	0	13	28	0	0	0
Conflicting Peds, #/hr	45	0	0	45	30	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	33	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	78	0	-	0	123	108
Stage 1	-	-	-	-	78	-
Stage 2	-	-	-	-	45	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	520	-	-	-	872	946
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	977	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	462	-	-	-	807	887
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	909	-
Stage 2	-	-	-	-	940	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1462	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	-	0
HCM Lane LOS	A	-	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	12	10	7	9	12	25
Future Vol, veh/h	12	10	7	9	12	25
Conflicting Peds, #/hr30	40	45	0	0	45	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage0#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	12	8	11	14	29
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	131	114	88	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	57	-	-	-	-	-
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	863	939	1508	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	794	873	1451	-	-	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	9.5	3.3	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1451	-	828	-	-	
HCM Lane V/C Ratio	0.006	-	0.031	-	-	
HCM Control Delay (s)	7.5	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	4.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	0	28	13	0	28	31
Future Vol, veh/h	0	28	13	0	28	31
Conflicting Peds, #/hr	40	0	45	45	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	33	15	0	33	36
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	202	100	0	0	60	0
Stage 1	60	-	-	-	-	-
Stage 2	142	-	-	-	-	-
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	787	956	-	-	1544	-
Stage 1	963	-	-	-	-	-
Stage 2	885	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	715	888	-	-	1485	-
Mov Cap-2 Maneuver	715	-	-	-	-	-
Stage 1	926	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.2	0	3.5			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	888	1485	-	
HCM Lane V/C Ratio	-	-	0.037	0.022	-	
HCM Control Delay (s)	-	-	9.2	7.5	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗		↕		↗	↕	↗	↗	↗	
Traffic Vol, veh/h	0	0	0	35	0	28	0	160	12	13	106	0
Future Vol, veh/h	0	0	0	35	0	28	0	160	12	13	106	0
Conflicting Peds, #/hr15	0	15	15	0	15	15	0	15	15	15	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	25	-	20	25	-	-
Veh in Median Storage,#	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	41	0	33	0	188	14	15	125	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	155	373	373	218	140	0	0	217	0	0
Stage 1	-	-	-	203	203	-	-	-	-	-	-	-
Stage 2	-	-	-	170	170	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	0	891	584	557	822	1443	-	-	1353	-	-
Stage 1	0	0	-	799	733	-	-	-	-	-	-	-
Stage 2	0	0	-	832	758	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	869	564	536	801	1425	-	-	1336	-	-
Mov Cap-2 Maneuver	-	-	-	564	536	-	-	-	-	-	-	-
Stage 1	-	-	-	789	723	-	-	-	-	-	-	-
Stage 2	-	-	-	812	740	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		11.3		0		0.8					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1425	-	-	-	649	1336	-	-				
HCM Lane V/C Ratio	-	-	-	-	0.114	0.011	-	-				
HCM Control Delay (s)	0	-	-	0	11.3	7.7	-	-				
HCM Lane LOS	A	-	-	A	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0	-	-				

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
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	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 15.3

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	11	0	4	11	259	0	1	5	409	2	16
Future Vol, veh/h	9	11	0	4	11	259	0	1	5	409	2	16
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	4	2	2	2	4	2	2	2	3	2	25
Mvmt Flow	11	13	0	5	13	305	0	1	6	481	2	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.1	11.2	8.1	18.4
HCM LOS	A	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	45%	1%	96%
Vol Thru, %	17%	55%	4%	0%
Vol Right, %	83%	0%	95%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	6	20	274	427
LT Vol	0	9	4	409
Through Vol	1	11	11	2
RT Vol	5	0	259	16
Lane Flow Rate	7	24	322	502
Geometry Grp	1	1	1	1
Degree of Util (X)	0.01	0.038	0.422	0.689
Departure Headway (Hd)	5.04	5.875	4.709	4.939
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	714	613	761	723
Service Time	3.04	3.875	2.772	3.023
HCM Lane V/C Ratio	0.01	0.039	0.423	0.694
HCM Control Delay	8.1	9.1	11.2	18.4
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0	0.1	2.1	5.5

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	140	122	28	283	103	43
Future Vol, veh/h	140	122	28	283	103	43
Conflicting Peds, #/hr	12	12	0	12	12	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	4	2	13	4	7	2
Mvmt Flow	82	144	33	333	121	51
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	517	224	0	0	378	0
Stage 1	212	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.44	6.22	-	-	4.17	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	-	-	2.263	-
Pot Cap-1 Maneuve	515	815	-	-	1154	-
Stage 1	819	-	-	-	-	-
Stage 2	743	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	450	799	-	-	1142	-
Mov Cap-2 Maneuve	450	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	14	0	6			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT	
Capacity (veh/h)	-	-	623	1142	-	
HCM Lane V/C Ratio	-	-	0.363	0.106	-	
HCM Control Delay (s)	-	-	14	8.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	1.7	0.4	-	

Intersection

Int Delay, s/veh 6.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 165 55 191 226 47 232

Future Vol, veh/h 165 55 191 226 47 232

Conflicting Peds, #/hr 12 0 12 12 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 5 2 2 5 3

Mvmt Flow 183 61 212 251 52 258

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 724 362 0 0 475 0

Stage 1 350 - - - - -

Stage 2 374 - - - - -

Critical Hdwy 6.42 6.25 - - 4.15 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.345 - - 2.245 -

Pot Cap-1 Maneuve 893 676 - - 1072 -

Stage 1 713 - - - - -

Stage 2 696 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuve 863 662 - - 1061 -

Mov Cap-2 Maneuve 863 - - - - -

Stage 1 706 - - - - -

Stage 2 649 - - - - -

Approach WB NB SB

HCM Control Delay, s 26 0 1.4

HCM LOS D

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 409 1061 -

HCM Lane V/C Ratio - - 0.598 0.049 -

HCM Control Delay (s) - - 26 8.6 0

HCM Lane LOS - - D A A

HCM 95th %tile Q(veh) - - 3.8 0.2 -

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations

Traffic Vol, veh/h 278 1 39 231 1 30

Future Vol, veh/h 278 1 39 231 1 30

Conflicting Peds, #/hr 0 45 45 0 45 45

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 309 1 43 257 1 33

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 355 0 743 400

Stage 1 - - - - 355 -

Stage 2 - - - - 388 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - -2.218 -3.518 3.318

Pot Cap-1 Maneuver - - 1204 - 383 650

Stage 1 - - - - 710 -

Stage 2 - - - - 686 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - 1158 - 339 601

Mov Cap-2 Maneuver - - - - 339 -

Stage 1 - - - - 683 -

Stage 2 - - - - 632 -

Approach EB WB NB

HCM Control Delay, s 0 1.2 11.5

HCM LOS B

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h) 586 - - 1158 -

HCM Lane V/C Ratio 0.059 - -0.037 -

HCM Control Delay (s) 11.5 - - 8.2 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0.1 -

Intersection

Int Delay, s/veh 2.6

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 57 251 225 60 37 44

Future Vol, veh/h 57 251 225 60 37 44

Conflicting Peds, #/hr 0 0 45 50 50

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 63 279 250 67 41 49

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 362 0 - 0 784 379

Stage 1 - - - - 329 -

Stage 2 - - - - 455 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 197 - - - 362 668

Stage 1 - - - - 729 -

Stage 2 - - - - 639 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 151 - - - 313 615

Mov Cap-2 Maneuver - - - - 313 -

Stage 1 - - - - 655 -

Stage 2 - - - - 615 -

Approach EB WB SB

HCM Control Delay, s 15.5 0 15.7

HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1151 - - - 427

HCM Lane V/C Ratio 0.055 - - - 0.211

HCM Control Delay (s) 8.3 0 - - 15.7

HCM Lane LOS A A - - C

HCM 95th %tile Q(veh) 0.2 - - - 0.8

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	204	13	29	203	118	9	2	20	78	2	74
Future Vol, veh/h	71	204	13	29	203	118	9	2	20	78	2	74
Conflicting Peds, #/hr	55	0	55	55	0	55	45	0	50	50	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	227	14	32	226	131	10	2	22	87	2	82
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	412	0	0	296	0	0	890	923	339	865	865	392
Stage 1	-	-	-	-	-	-	447	447	-	411	411	-
Stage 2	-	-	-	-	-	-	443	476	-	454	454	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	147	-	-	1265	-	-	264	270	703	274	292	657
Stage 1	-	-	-	-	-	-	591	573	-	618	595	-
Stage 2	-	-	-	-	-	-	594	557	-	586	569	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1094	-	-	1206	-	-	189	217	642	219	235	603
Mov Cap-2 Maneuver	-	-	-	-	-	-	189	217	-	219	235	-
Stage 1	-	-	-	-	-	-	516	500	-	540	548	-
Stage 2	-	-	-	-	-	-	475	513	-	494	497	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.1			0.7			16.3			29.1		
HCM LOS							C			D		
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)		352	1094	-	-	1206	-	-	316			
HCM Lane V/C Ratio		0.098	0.072	-	-	0.027	-	-	0.541			
HCM Control Delay (s)		16.3	8.5	0	-	8.1	0	-	29.1			
HCM Lane LOS		C	A	A	-	A	A	-	D			
HCM 95th %tile Q(veh)		0.3	0.2	-	-	0.1	-	-	3			

Intersection

Int Delay, s/veh 1.2

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations 

Traffic Vol, veh/h 17 285 335 30 28 14

Future Vol, veh/h 17 285 335 30 28 14

Conflicting Peds, #/hr 55 0 0 55 55 50

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 19 317 372 33 31 16

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 460 0 - 0 854 494

Stage 1 - - - - 444 -

Stage 2 - - - - 410 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 101 - - - 329 575

Stage 1 - - - - 646 -

Stage 2 - - - - 670 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 1050 - - - 292 525

Mov Cap-2 Maneuver - - - - 292 -

Stage 1 - - - - 602 -

Stage 2 - - - - 639 -

Approach EB WB SB

HCM Control Delay, s 0.5 0 17.1

HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1050 - - - 343

HCM Lane V/C Ratio 0.018 - - - 0.136

HCM Control Delay (s) 8.5 0 - - 17.1

HCM Lane LOS A A - - C

HCM 95th %tile Q(veh) 0.1 - - - 0.5

Intersection

Int Delay, s/veh 6.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	5	34	25	0	39	32
Future Vol, veh/h	5	34	25	0	39	32
Conflicting Peds, #/hr	0	45	45	0	40	40
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	38	28	0	43	36

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	89	0	166	110
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	96	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1506	-	824	943
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	928	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1449	-	751	876
Mov Cap-2 Maneuver	-	-	-	-	751	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	880	-

Approach EB WB NB

HCM Control Delay, s	0	7.5	10
HCM LOS			B

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h)	803	-	-	1449	-
HCM Lane V/C Ratio	0.098	-	-	0.019	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	60	0	411	86	0	391
Future Vol, veh/h	60	0	411	86	0	391
Conflicting Peds, #/hr	40	0	40	40	40	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	0	457	96	0	434

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1019	585	0
Stage 1	545	-	-
Stage 2	474	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuve	263	511	-
Stage 1	581	-	-
Stage 2	626	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuve	245	477	-
Mov Cap-2 Maneuve	245	-	-
Stage 1	561	-	-
Stage 2	605	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.1	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT
Capacity (veh/h)	-	-	245	950
HCM Lane V/C Ratio	-	-	0.272	-
HCM Control Delay (s)	-	-	25.1	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.1	0

Intersection

Int Delay, s/veh 2.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 18 0 0 13 19 25

Future Vol, veh/h 18 0 0 13 19 25

Conflicting Peds, #/hr 45 50 50 0 0 45

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 20 0 0 14 21 28

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 144 135 99 0 - 0

Stage 1 85 - - - - -

Stage 2 59 - - - - -

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 849 914 1494 - - -

Stage 1 938 - - - - -

Stage 2 964 - - - - -

Platoon blocked, % - - -

Mov Cap-1 Maneuver 779 838 1431 - - -

Mov Cap-2 Maneuver 779 - - - - -

Stage 1 899 - - - - -

Stage 2 924 - - - - -

Approach EB NB SB

HCM Control Delay, s 9.7 0 0

HCM LOS A

Minor Lane/Major Mvmt NBL NBTEBLn1 SBT SBR

Capacity (veh/h) 1431 - 779 - -

HCM Lane V/C Ratio - -0.026 - -

HCM Control Delay (s) 0 - 9.7 - -

HCM Lane LOS A - A - -

HCM 95th %tile Q(veh) 0 - 0.1 - -

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	20	0	0	0
Future Vol, veh/h	0	27	20	0	0	0
Conflicting Peds, #/hr	45	0	0	45	30	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	30	22	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	67	0	-	0	127
Stage 1	-	-	-	-	67
Stage 2	-	-	-	-	60
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	535	-	-	-	868
Stage 1	-	-	-	-	956
Stage 2	-	-	-	-	963
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	477	-	-	-	803
Mov Cap-2 Maneuver	-	-	-	-	803
Stage 1	-	-	-	-	920
Stage 2	-	-	-	-	926

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	24	11	13	13	12	18
Future Vol, veh/h	24	11	13	13	12	18
Conflicting Peds, #/hr30	40	45	0	0	45	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage0#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	12	14	14	13	20
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	140	108	78	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	72	-	-	-	-	-
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	853	946	1520	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	879	1462	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	9.7	3.7	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1462	-	809	-	-	
HCM Lane V/C Ratio	0.01	-	0.048	-	-	
HCM Control Delay (s)	7.5	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Intersection						
Int Delay, s/veh	3.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	T	T
Traffic Vol, veh/h	0	24	42	0	35	26
Future Vol, veh/h	0	24	42	0	35	26
Conflicting Peds, #/hr	40	0	45	45	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	47	0	39	29
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	239	132	0	0	92	0
Stage 1	92	-	-	-	-	-
Stage 2	147	-	-	-	-	-
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	749	917	-	-	1503	-
Stage 1	932	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	677	852	-	-	1446	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.4	0	4.3			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	852	1446	-	
HCM Lane V/C Ratio	-	-	0.031	0.027	-	
HCM Control Delay (s)	-	-	9.4	7.6	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

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	23	0	20	0	206	40	27	256	0
Future Vol, veh/h	0	0	0	23	0	20	0	206	40	27	256	0
Conflicting Peds, #/hr12	0	12	12	0	12	12	0	12	12	12	0	12
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	25	-	20	25	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	26	0	22	0	229	44	30	284	0

Major/Minor	Minor2	Minor1		Major1		Major2							
Conflicting Flow All	-	-	308	597	597	253	296	0	0	285	0	0	0
Stage 1	-	-	-	241	241	-	-	-	-	-	-	-	-
Stage 2	-	-	-	356	356	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	0	0	732	415	416	786	1265	-	-	1277	-	-	-
Stage 1	0	0	-	762	706	-	-	-	-	-	-	-	-
Stage 2	0	0	-	661	629	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	717	399	398	770	1252	-	-	1264	-	-	-
Mov Cap-2 Maneuver	-	-	-	399	398	-	-	-	-	-	-	-	-
Stage 1	-	-	-	754	699	-	-	-	-	-	-	-	-
Stage 2	-	-	-	639	608	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.7	0	0.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	-	514	1264	-	-
HCM Lane V/C Ratio	-	-	-	-0.093	0.024	-	-	-
HCM Control Delay (s)	0	-	-	0	12.7	7.9	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0.1	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
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	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 25.8

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	20	0	6	20	476	0	1	9	443	5	14
Future Vol, veh/h	20	20	0	6	20	476	0	1	9	443	5	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	6	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	22	22	0	7	22	529	0	1	10	492	6	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	23.6	9.2	29.8
HCM LOS	B	C	A	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	1%	96%
Vol Thru, %	10%	50%	4%	1%
Vol Right, %	90%	0%	95%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	40	502	462
LT Vol	0	20	6	443
Through Vol	1	20	20	5
RT Vol	9	0	476	14
Lane Flow Rate	11	44	558	513
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.081	0.779	0.82
Departure Headway (Hd)	5.977	6.527	5.031	5.752
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	594	545	714	631
Service Time	4.063	4.615	3.09	3.793
HCM Lane V/C Ratio	0.019	0.081	0.782	0.813
HCM Control Delay	9.2	10.2	23.6	29.8
HCM Lane LOS	A	B	C	D
HCM 95th-tile Q	0.1	0.3	7.6	8.5

Intersection

Int Delay, s/veh 60.8

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 316 149 67 222 150 79

Future Vol, veh/h 316 149 67 222 150 79

Conflicting Peds, #/hr 12 12 0 12 12 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 4 2 2

Mvmt Flow 351 166 74 247 167 88

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 644 222 0 0 333 0

Stage 1 210 - - - - -

Stage 2 434 - - - - -

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 437 818 - - 1226 -

Stage 1 825 - - - - -

Stage 2 653 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 366 801 - - 1214 -

Mov Cap-2 Maneuver 366 - - - - -

Stage 1 817 - - - - -

Stage 2 552 - - - - -

Approach WB NB SB

HCM Control Delay, s 125.8 0 5.5

HCM LOS F

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 443 1214 -

HCM Lane V/C Ratio - - 1.166 0.137 -

HCM Control Delay (s) - - 125.8 8.4 0

HCM Lane LOS - - F A A

HCM 95th %tile Q(veh) - - 19.3 0.5 -

Intersection						
Int Delay, s/veh	10					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	196	50	254	198	50	210
Future Vol, veh/h	196	50	254	198	50	210
Conflicting Peds, #/hr	15	15	0	15	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	3	2
Mvmt Flow	218	56	282	220	56	233

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	767	422	0	0	517	0
Stage 1	407	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Critical Hdwy	6.42	6.23	-	-	4.13	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	-	-	2.227	-
Pot Cap-1 Maneuve	870	630	-	-	1044	-
Stage 1	672	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuve	638	614	-	-	1031	-
Mov Cap-2 Maneuve	638	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	654	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	37.2	0	1.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBL	NBLn1	SBL	SBT
Capacity (veh/h)	-	-	372	1031	-
HCM Lane V/C Ratio	-	-	0.735	0.054	-
HCM Control Delay (s)	-	-	37.2	8.7	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	5.7	0.2	-

Intersection

Int Delay, s/veh 1.2

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations   

Traffic Vol, veh/h 255 1 42 254 1 32

Future Vol, veh/h 255 1 42 254 1 32

Conflicting Peds, #/hr 0 45 45 0 45 45

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 283 1 47 282 1 36

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 329 0 750 374

Stage 1 - - - - 329 -

Stage 2 - - - - 421 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - -2.218 -3.518 3.318

Pot Cap-1 Maneuver - - 1231 - 379 672

Stage 1 - - - - 729 -

Stage 2 - - - - 662 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - 1184 - 334 622

Mov Cap-2 Maneuver - - - - 334 -

Stage 1 - - - - 701 -

Stage 2 - - - - 607 -

Approach EB WB NB

HCM Control Delay, s 0 1.2 11.3

HCM LOS B

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h) 606 - - 1184 -

HCM Lane V/C Ratio 0.061 - -0.039 -

HCM Control Delay (s) 11.3 - - 8.2 0

HCM Lane LOS B - - A A

HCM 95th %tile Q(veh) 0.2 - - 0.1 -

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	53	234	240	48	45	56
Future Vol, veh/h	53	234	240	48	45	56
Conflicting Peds, #/hr	45	0	0	45	50	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	0	-	
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	260	267	53	50	62
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	365	0	-	0	767	389
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	428	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	194	-	-	-	370	659
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	149	-	-	-	322	607
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	632	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.5	0		16.1		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1149	-	-	-	-	435
HCM Lane V/C Ratio	0.051	-	-	-	-	0.258
HCM Control Delay (s)	8.3	0	-	-	-	16.1
HCM Lane LOS	A	A	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	71	196	11	24	203	103	11	3	24	95	3	73
Future Vol, veh/h	71	196	11	24	203	103	11	3	24	95	3	73
Conflicting Peds, #/hr	55	0	55	55	0	55	45	0	50	50	0	45
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	79	218	12	27	226	114	12	3	27	106	3	81

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	285	0	0	861	886	329	839	835	383
Stage 1	-	-	-	-	-	-	437	437	-	392	392	-
Stage 2	-	-	-	-	-	-	424	449	-	447	443	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	164	-	-	1277	-	-	276	284	712	285	304	664
Stage 1	-	-	-	-	-	-	598	579	-	633	606	-
Stage 2	-	-	-	-	-	-	608	572	-	591	576	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	110	-	-	1218	-	-	199	230	650	227	246	609
Mov Cap-2 Maneuver	-	-	-	-	-	-	199	230	-	227	246	-
Stage 1	-	-	-	-	-	-	523	507	-	554	561	-
Stage 2	-	-	-	-	-	-	490	530	-	495	504	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	2.2		0.6		16.3		33.2	
HCM LOS					C		D	

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		361	1110	-	-	1218	-	311
HCM Lane V/C Ratio		0.117	0.071	-	-	0.022	-	0.611
HCM Control Delay (s)		16.3	8.5	0	-	8	0	33.2
HCM Lane LOS		C	A	A	-	A	A	D
HCM 95th %tile Q(veh)		0.4	0.2	-	-	0.1	-	3.8

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	304	320	27	31	10
Future Vol, veh/h	11	304	320	27	31	10
Conflicting Peds, #/hr	55	0	0	55	55	50
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	338	356	30	34	11
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	441	0	-	0	843	476
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	417	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	119	-	-	-	334	589
Stage 1	-	-	-	-	659	-
Stage 2	-	-	-	-	665	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1067	-	-	-	299	538
Mov Cap-2 Maneuver	-	-	-	-	299	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	634	-
Approach	EB	WB		SB		
HCM Control Delay, s	10.3	0		17.4		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1067	-	-	-	335	
HCM Lane V/C Ratio	0.011	-	-	-	0.136	
HCM Control Delay (s)	8.4	0	-	-	17.4	
HCM Lane LOS	A	A	-	-	C	
HCM 95th %tile Q(veh)	0	-	-	-	0.5	

Intersection						
Int Delay, s/veh	6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	37	31	0	37	21
Future Vol, veh/h	10	37	31	0	37	21
Conflicting Peds, #/hr	0	45	45	0	40	40
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	41	34	0	41	23
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	97	0	185	117
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	108	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-2.218		-3.518 3.318		
Pot Cap-1 Maneuver	-	- 1496		-	804	935
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	- 1439		-	729	869
Mov Cap-2 Maneuver	-	-		-	729	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	864	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	7.6		10.1		
HCM LOS	B					
Minor Lane/Major Mvm	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	774	-	-	1439	-	
HCM Lane V/C Ratio	0.083	-	-	0.024	-	
HCM Control Delay (s)	10.1	-	-	7.6	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	T	T
Traffic Vol, veh/h	75	0	447	66	0	402
Future Vol, veh/h	75	0	447	66	0	402
Conflicting Peds, #/hr	40	0	40	40	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	0	497	73	0	447
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1061	614	0	0	610	0
Stage 1	574	-	-	-	-	-
Stage 2	487	-	-	-	-	-
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	248	492	-	-	969	-
Stage 1	563	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	231	459	-	-	936	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	29.1	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	231	936	-	
HCM Lane V/C Ratio	-	-	0.361	-	-	
HCM Control Delay (s)	-	-	29.1	0	-	
HCM Lane LOS	-	-	D	A	-	
HCM 95th %tile Q(veh)	-	-	1.6	0	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↕		↕
Traffic Vol, veh/h	22	0	0	16	16	21
Future Vol, veh/h	22	0	0	16	16	21
Conflicting Peds, #/hr	45	50	50	0	0	45
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- None		- None		- None	
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	0	0	18	18	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	143	130	91	0	-	0
Stage 1	80	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	850	920	1504	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	780	844	1440	-	-	-
Mov Cap-2 Maneuver	780	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1440	-	780	-	-	
HCM Lane V/C Ratio	-	-	0.031	-	-	
HCM Control Delay (s)	0	-	9.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	21	0	0	0
Future Vol, veh/h	0	21	21	0	0	0
Conflicting Peds, #/hr	45	0	0	45	30	30
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None		- None		- None	
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	0	-	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	23	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	68	0	-	0	121	98
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	53	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	533	-	-	-	874	958
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	970	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	475	-	-	-	808	898
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	933	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1475	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0	-
HCM Lane LOS	A	-	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	19	12	12	12	12	18
Future Vol, veh/h	19	12	12	12	12	18
Conflicting Peds, #/hr30	40	45	0	0	45	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage0#	-	-	0	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	13	13	13	13	20
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	137	108	78	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	69	-	-	-	-	-
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	856	946	1520	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	785	879	1462	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	9.6	3.7	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1462	-	819	-	-	
HCM Lane V/C Ratio	0.009	-	0.042	-	-	
HCM Control Delay (s)	7.5	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 3.9

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 0 26 33 0 31 30

Future Vol, veh/h 0 26 33 0 31 30

Conflicting Peds, #/hr 40 0 45 45 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 0 29 37 0 34 33

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 223 122 0 0 82 0

Stage 1 82 - - - - -

Stage 2 141 - - - - -

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 765 929 - - 1515 -

Stage 1 941 - - - - -

Stage 2 886 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 694 863 - - 1457 -

Mov Cap-2 Maneuver 694 - - - - -

Stage 1 905 - - - - -

Stage 2 835 - - - - -

Approach WB NB SB

HCM Control Delay, s 9.3 0 3.8

HCM LOS A

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 863 1457 -

HCM Lane V/C Ratio - - 0.033 0.024 -

HCM Control Delay (s) - - 9.3 7.5 0

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0.1 0.1 -

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	29	0	21	0	269	34	21	230	0
Future Vol, veh/h	0	0	0	29	0	21	0	269	34	21	230	0
Conflicting Peds, #/hr15	0	15	15	0	15	15	15	0	15	15	0	15
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	25	-	20	25	-	-
Veh in Median Storage,-#	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	32	0	23	0	299	38	23	256	0

Major/Minor	Minor2	Minor1		Major1		Major2							
Conflicting Flow All	-	-	286	631	631	329	271	0	0	352	0	0	0
Stage 1	-	-	-	314	314	-	-	-	-	-	-	-	-
Stage 2	-	-	-	317	317	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	-
Pot Cap-1 Maneuver	0	0	753	394	398	712	1292	-	-	1207	-	-	-
Stage 1	0	0	-	697	656	-	-	-	-	-	-	-	-
Stage 2	0	0	-	694	654	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	734	378	380	694	1276	-	-	1192	-	-	-
Mov Cap-2 Maneuver	-	-	-	378	380	-	-	-	-	-	-	-	-
Stage 1	-	-	-	688	647	-	-	-	-	-	-	-	-
Stage 2	-	-	-	672	633	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.7	0	0.7
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1276	-	-	-	467	1192	-	-
HCM Lane V/C Ratio	-	-	-	-0.119	0.02	-	-	-
HCM Control Delay (s)	0	-	-	0	13.7	8.1	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1	1	1	1	1	0	1	0	0	0	0	0
Stage 1	1	1	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	1	1	-	-	-	-	-	-	-
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	1022	895	1084	1022	895	-	1622	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	895	1084	1022	895	-	1622	-	-	-	-	-
Mov Cap-2 Maneuver	-	895	-	1022	895	-	-	-	-	-	-	-
Stage 1	1022	895	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	1022	895	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	-	-	-

Intersection

Intersection Delay, s/veh 28.9

Intersection LOS D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	13	0	7	12	500	0	0	10	471	1	11
Future Vol, veh/h	13	13	0	7	12	500	0	0	10	471	1	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	27	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	14	0	8	13	556	0	0	11	523	1	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10	25.8	9.1	33.5
HCM LOS	A	D	A	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	1%	98%
Vol Thru, %	0%	50%	2%	0%
Vol Right, %	100%	0%	96%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	10	26	519	483
LT Vol	0	13	7	471
Through Vol	0	13	12	1
RT Vol	10	0	500	11
Lane Flow Rate	11	22	577	537
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.04	0.807	0.855
Departure Headway (Hd)	5.927	6.637	5.039	5.737
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	599	535	715	633
Service Time	4.012	4.73	3.1	3.778
HCM Lane V/C Ratio	0.018	0.041	0.807	0.848
HCM Control Delay	9.1	10	25.8	33.5
HCM Lane LOS	A	A	D	D
HCM 95th-tile Q	0.1	0.1	8.4	9.6

Intersection						
Int Delay, s/veh	81.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	R	T	R	L	T
Traffic Vol, veh/h	270	247	47	268	173	88
Future Vol, veh/h	270	247	47	268	173	88
Conflicting Peds, #/hr	15	15	0	15	15	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	274	52	298	192	98
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	713	231	0	0	365	0
Stage 1	216	-	-	-	-	-
Stage 2	497	-	-	-	-	-
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 Maneuve	898	808	-	-	1194	-
Stage 1	820	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuve	821	788	-	-	1179	-
Mov Cap-2 Maneuve	821	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	499	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	169.7	0	5.7			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	448	1179	-	
HCM Lane V/C Ratio	-	-	1.282	0.163	-	
HCM Control Delay (s)	-	-	169.7	8.6	0	
HCM Lane LOS	-	-	F	A	A	
HCM 95th %tile Q(veh)	-	-	24.6	0.6	-	

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	11	0	4	11	259	0	1	5	409	2	16
Future Vol, veh/h	9	11	0	4	11	259	0	1	5	409	2	16
Conflicting Peds, #/hr	15	0	15	15	0	15	15	0	15	0	0	15
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	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	4	2	2	2	4	2	2	2	3	2	25
Mvmt Flow	11	13	0	5	13	305	0	1	6	481	2	19
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1167	1011	42	1014	1017	34	36	0	0	22	0	0
Stage 1	989	989	-	19	19	-	-	-	-	-	-	-
Stage 2	178	22	-	995	998	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.54	6.22	7.12	6.52	6.24	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.54	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.036	3.318	3.518	4.018	3.336	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	171	238	1029	217	238	1033	1575	-	-	1587	-	-
Stage 1	297	322	-	1000	880	-	-	-	-	-	-	-
Stage 2	824	873	-	295	322	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	83	160	1003	151	160	1007	1555	-	-	1567	-	-
Mov Cap-2 Maneuver	83	160	-	151	160	-	-	-	-	-	-	-
Stage 1	293	219	-	987	869	-	-	-	-	-	-	-
Stage 2	559	862	-	189	219	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	45		12.9			0			8			
HCM LOS	E		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1555	-	-	113	777	1567	-	-				
HCM Lane V/C Ratio	-	-	-	0.208	0.415	0.307	-	-				
HCM Control Delay (s)	0	-	-	45	12.9	8.3	0	-				
HCM Lane LOS	A	-	-	E	B	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	2.1	1.3	-	-				

Intersection												
Int Delay, s/veh	19											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	20	0	6	20	476	0	1	9	443	5	14
Future Vol, veh/h	20	20	0	6	20	476	0	1	9	443	5	14
Conflicting Peds, #/hr	15	0	15	15	0	15	15	0	15	15	0	15
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	6	2	2	2	2	2	2	2	3	2	2
Mvmt Flow	22	22	0	7	22	529	0	1	10	492	6	16
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1310	1039	44	1045	1042	36	37	0	0	26	0	0
Stage 1	1013	1013	-	21	21	-	-	-	-	-	-	-
Stage 2	297	26	-	1024	1021	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.56	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.56	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.054	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	136	227	1026	207	230	1037	1574	-	-	1582	-	-
Stage 1	288	311	-	998	878	-	-	-	-	-	-	-
Stage 2	712	866	-	284	314	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	151	1000	136	152	1011	1554	-	-	1562	-	-
Mov Cap-2 Maneuver	43	151	-	136	152	-	-	-	-	-	-	-
Stage 1	284	209	-	985	867	-	-	-	-	-	-	-
Stage 2	327	855	-	171	211	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	30.6		20.6		0		8					
HCM LOS	F		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1554	-	-	67	776	1562	-	-				
HCM Lane V/C Ratio	-	-	-	0.663	0.719	0.315	-	-				
HCM Control Delay (s)	0	-	-	130.6	20.6	8.4	0	-				
HCM Lane LOS	A	-	-	F	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	2.9	6.2	1.4	-	-				

Intersection												
Int Delay, s/veh	15.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	13	0	7	12	500	0	0	10	471	1	11
Future Vol, veh/h	13	13	0	7	12	500	0	0	10	471	1	11
Conflicting Peds, #/hr	15	0	15	15	0	15	15	0	15	15	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	27	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	14	0	8	13	556	0	0	11	523	1	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow	All	1373	1094	37	1096	1095	36	28	0	0	26	0
Stage 1	1068	1068	-	21	21	-	-	-	-	-	-	-
Stage 2	305	26	-	1075	1074	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.77	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.77	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.77	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.243	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	123	193	1035	191	214	1037	1585	-	-	1588	-	-
Stage 1	268	269	-	998	878	-	-	-	-	-	-	-
Stage 2	705	826	-	266	296	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	37	125	1009	126	138	1011	1565	-	-	1568	-	-
Mov Cap-2 Maneuver	37	125	-	126	138	-	-	-	-	-	-	-
Stage 1	265	176	-	985	867	-	-	-	-	-	-	-
Stage 2	309	815	-	160	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	78	19.4	0	8.2
HCM LOS	F	C		

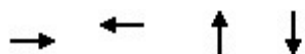
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1565	-	-	70	815	1568	-	-
HCM Lane V/C Ratio	-	-	-	0.310	0.708	0.334	-	-
HCM Control Delay (s)	0	-	-	78	19.4	8.4	0	-
HCM Lane LOS	A	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1	6	1.5	-	-

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	27	362	8	544
v/c Ratio	0.09	0.61	0.01	0.76
Control Delay	14.9	7.8	3.7	16.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.9	7.8	3.7	16.2
Queue Length 50th (m)	1.3	1.0	0.0	18.4
Queue Length 95th (m)	6.6	15.3	1.4	72.0
Internal Link Dist (m)	173.4	319.7	105.7	197.1
Turn Bay Length (m)				
Base Capacity (vph)	705	934	1340	1126
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.04	0.39	0.01	0.48
Intersection Summary				

HCM 6th Signalized Intersection Summary
31: 1st Ave & loco Rd

Total 2045 AM
02-07-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	13	0	4	13	291	0	1	6	442	3	17
Future Volume (veh/h)	10	13	0	4	13	291	0	1	6	442	3	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		1.00	0.95		0.93	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1841	1870	1870	1870	1841	1870	1870	1870	1856	1870	1530
Adj Flow Rate, veh/h	12	15	0	5	15	40	0	1	7	520	4	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	4	2	2	2	4	2	2	2	3	2	25
Cap, veh/h	247	179	0	147	67	156	0	107	750	959	5	27
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.00	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	441	1203	0	74	448	1044	0	199	1396	1329	10	51
Grp Volume(v), veh/h	27	0	0	60	0	0	0	0	8	544	0	0
Grp Sat Flow(s),veh/h/ln	1644	0	0	1565	0	0	0	0	1596	1390	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	8.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.1	8.6	0.0	0.0
Prop In Lane	0.44		0.00	0.08		0.67	0.00		0.87	0.96		0.04
Lane Grp Cap(c), veh/h	427	0	0	370	0	0	0	0	857	992	0	0
V/C Ratio(X)	0.06	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.01	0.55	0.00	0.00
Avail Cap(c_a), veh/h	1188	0	0	1136	0	0	0	0	1808	1825	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	0.0	0.0	10.8	0.0	0.0	0.0	0.0	3.1	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.6	0.0	0.0	11.0	0.0	0.0	0.0	0.0	3.1	5.6	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h	27			60			8			544		
Approach Delay, s/veh	10.6			11.0			3.1			5.6		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	19.9			8.8			19.9			8.8		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	32.5			18.5			32.5			18.5		
Max Q Clear Time (g_c+11), s	2.1			2.4			10.6			3.0		
Green Ext Time (p_c), s	0.0			0.1			4.5			0.2		
Intersection Summary												
HCM 6th Ctrl Delay			6.3									
HCM 6th LOS			A									



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	50	614	12	575
v/c Ratio	0.22	0.77	0.01	0.81
Control Delay	17.8	9.9	3.6	20.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.8	9.9	3.6	20.3
Queue Length 50th (m)	3.0	2.0	0.0	23.4
Queue Length 95th (m)	11.4	27.5	1.9	#110.1
Internal Link Dist (m)	173.4	319.7	105.7	197.1
Turn Bay Length (m)				
Base Capacity (vph)	476	1035	1242	1032
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.59	0.01	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
31: 1st Ave & loco Rd

Total 2045 PM
02-07-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	23	0	7	23	522	0	1	10	496	6	15
Future Volume (veh/h)	22	23	0	7	23	522	0	1	10	496	6	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		1.00	0.96		0.94	1.00		0.99	0.99		0.99
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	1811	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	24	26	0	8	26	112	0	1	11	551	7	17
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	6	2	2	2	2	2	2	2	3	2	2
Cap, veh/h	259	209	0	123	62	229	0	71	777	922	9	22
Arrive On Green	0.19	0.19	0.00	0.19	0.19	0.19	0.00	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	505	1087	0	39	321	1188	0	132	1452	1325	17	41
Grp Volume(v), veh/h	50	0	0	146	0	0	0	0	12	575	0	0
Grp Sat Flow(s),veh/h/ln	1593	0	0	1548	0	0	0	0	1585	1383	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	10.9	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.1	11.0	0.0	0.0
Prop In Lane	0.48		0.00	0.05		0.77	0.00		0.92	0.96		0.03
Lane Grp Cap(c), veh/h	468	0	0	413	0	0	0	0	848	953	0	0
V/C Ratio(X)	0.11	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.01	0.60	0.00	0.00
Avail Cap(c_a), veh/h	998	0	0	977	0	0	0	0	1560	1579	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	11.9	0.0	0.0	0.0	0.0	3.6	6.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	0.0	0.0	12.4	0.0	0.0	0.0	0.0	3.6	6.8	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h	50			146			12			575		
Approach Delay, s/veh	11.2			12.4			3.6			6.8		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.2			10.9			22.2			10.9		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	32.5			18.5			32.5			18.5		
Max Q Clear Time (g_c+11), s	2.1			2.8			13.0			4.8		
Green Ext Time (p_c), s	0.0			0.2			4.6			0.8		
Intersection Summary												
HCM 6th Ctrl Delay	8.1											
HCM 6th LOS	A											

	→	←	↑	↓
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	26	644	13	595
v/c Ratio	0.10	0.79	0.01	0.82
Control Delay	16.1	10.3	0.0	20.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	16.1	10.3	0.0	20.6
Queue Length 50th (m)	1.6	1.6	0.0	23.4
Queue Length 95th (m)	7.0	27.2	0.0	#115.3
Internal Link Dist (m)	173.4	319.7	105.7	197.1
Turn Bay Length (m)				
Base Capacity (vph)	551	1044	1403	1031
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.01	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
31: 1st Ave & loco Rd

Total 2045 Saturday
02-07-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	16	0	9	14	556	0	0	12	523	1	12
Future Volume (veh/h)	14	16	0	9	14	556	0	0	12	523	1	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		1.00	0.96		0.93	1.00		0.99	0.99		0.99
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	1500	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	18	0	10	16	111	0	0	13	581	1	13
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	27	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	216	0	126	42	222	0	0	858	952	1	17
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	0.00	0.00	0.55	0.55	0.55	0.55
Sat Flow, veh/h	199	1198	0	56	232	1229	0	0	1563	1344	2	30
Grp Volume(v), veh/h	26	0	0	137	0	0	0	0	13	595	0	0
Grp Sat Flow(s),veh/h/ln	1396	0	0	1517	0	0	0	0	1563	1377	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	11.4	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.1	11.5	0.0	0.0
Prop In Lane	0.31		0.00	0.07		0.81	0.00		1.00	0.98		0.02
Lane Grp Cap(c), veh/h	394	0	0	390	0	0	0	0	858	970	0	0
V/C Ratio(X)	0.07	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.02	0.61	0.00	0.00
Avail Cap(c_a), veh/h	879	0	0	953	0	0	0	0	1526	1562	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.4	0.0	0.0	12.3	0.0	0.0	0.0	0.0	3.4	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	12.8	0.0	0.0	0.0	0.0	3.4	6.7	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	A	A	A	A	A	A
Approach Vol, veh/h	26			137			13			595		
Approach Delay, s/veh	11.4			12.8			3.4			6.7		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	22.8			10.5			22.8			10.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	32.5			18.5			32.5			18.5		
Max Q Clear Time (g_c+11), s	2.1			2.5			13.5			4.7		
Green Ext Time (p_c), s	0.0			0.1			4.8			0.7		
Intersection Summary												
HCM 6th Ctrl Delay	7.9											
HCM 6th LOS	A											

Intersection

Intersection Delay, s/veh 10.5

Intersection LOS B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	197	34	138	101	27	114
Future Vol, veh/h	197	34	138	101	27	114
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	2	8	4	2	4	2
Mvmt Flow	232	40	162	119	32	134
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.2	10.3	9.7
HCM LOS	B	B	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	85%	19%
Vol Thru, %	58%	0%	81%
Vol Right, %	42%	15%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	239	231	141
LT Vol	0	197	27
Through Vol	138	0	114
RT Vol	101	34	0
Lane Flow Rate	281	272	166
Geometry Grp	1	1	1
Degree of Util (X)	0.362	0.381	0.233
Departure Headway (Hd)	4.637	5.051	5.051
Convergence, Y/N	Yes	Yes	Yes
Cap	770	707	705
Service Time	2.696	3.122	3.119
HCM Lane V/C Ratio	0.365	0.385	0.235
HCM Control Delay	10.3	11.2	9.7
HCM Lane LOS	B	B	A
HCM 95th-tile Q	1.7	1.8	0.9

Intersection

Intersection Delay, s/veh 14
Intersection LOS B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	165	55	191	226	47	232
Future Vol, veh/h	165	55	191	226	47	232
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	5	2	2	5	3
Mvmt Flow	183	61	212	251	52	258
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	12.6	15.4	13
HCM LOS	B	C	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	75%	17%
Vol Thru, %	46%	0%	83%
Vol Right, %	54%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	417	220	279
LT Vol	0	165	47
Through Vol	191	0	232
RT Vol	226	55	0
Lane Flow Rate	463	244	310
Geometry Grp	1	1	1
Degree of Util (X)	0.62	0.395	0.464
Departure Headway (Hd)	4.816	5.815	5.384
Convergence, Y/N	Yes	Yes	Yes
Cap	751	618	670
Service Time	2.849	3.855	3.42
HCM Lane V/C Ratio	0.617	0.395	0.463
HCM Control Delay	15.4	12.6	13
HCM Lane LOS	C	B	B
HCM 95th-tile Q	4.4	1.9	2.5

Intersection

Intersection Delay, s/veh 15.8

Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	196	50	254	198	50	210
Future Vol, veh/h	196	50	254	198	50	210
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	3	2	2	3	2
Mvmt Flow	218	56	282	220	56	233
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	13.8	18.6	13
HCM LOS	B	C	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	80%	19%
Vol Thru, %	56%	0%	81%
Vol Right, %	44%	20%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	452	246	260
LT Vol	0	196	50
Through Vol	254	0	210
RT Vol	198	50	0
Lane Flow Rate	502	273	289
Geometry Grp	1	1	1
Degree of Util (X)	0.694	0.451	0.445
Departure Headway (Hd)	4.973	5.94	5.545
Convergence, Y/N	Yes	Yes	Yes
Cap	723	607	647
Service Time	3.014	3.986	3.592
HCM Lane V/C Ratio	0.694	0.45	0.447
HCM Control Delay	18.6	13.8	13
HCM Lane LOS	C	B	B
HCM 95th-tile Q	5.6	2.3	2.3

Intersection			
Intersection Delay, s/veh	5.0		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	272	281	166
Demand Flow Rate, veh/h	280	289	170
Vehicles Circulating, veh/h	168	33	237
Vehicles Exiting, veh/h	154	374	211
Ped Vol Crossing Leg, #/h	0	15	15
Ped Cap Adj	1.000	0.998	0.998
Approach Delay, s/veh	5.4	4.6	4.8
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	280	289	170
Cap Entry Lane, veh/h	1163	1334	1084
Entry HV Adj Factor	0.971	0.971	0.978
Flow Entry, veh/h	272	281	166
Cap Entry, veh/h	1129	1292	1058
V/C Ratio	0.241	0.217	0.157
Control Delay, s/veh	5.4	4.6	4.8
LOS	A	A	A
95th %tile Queue, veh	1	1	1

Intersection			
Intersection Delay, s/veh	6.0		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	244	463	310
Demand Flow Rate, veh/h	251	472	321
Vehicles Circulating, veh/h	216	55	187
Vehicles Exiting, veh/h	311	453	280
Ped Vol Crossing Leg, #/h	12	12	12
Ped Cap Adj	0.998	0.998	0.998
Approach Delay, s/veh	5.5	6.2	6.0
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	251	472	321
Cap Entry Lane, veh/h	1107	1305	1140
Entry HV Adj Factor	0.972	0.980	0.967
Flow Entry, veh/h	244	463	310
Cap Entry, veh/h	1074	1277	1100
V/C Ratio	0.227	0.362	0.282
Control Delay, s/veh	5.5	6.2	6.0
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection			
Intersection Delay, s/veh	6.4		
Intersection LOS	A		
Approach	WB	NB	SB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	274	502	289
Demand Flow Rate, veh/h	280	512	296
Vehicles Circulating, veh/h	288	58	222
Vehicles Exiting, veh/h	282	460	346
Ped Vol Crossing Leg, #/h	15	15	15
Ped Cap Adj	0.998	0.998	0.998
Approach Delay, s/veh	6.3	6.6	5.9
Approach LOS	A	A	A
Lane	Left	Left	Left
Designated Moves	LR	TR	LT
Assumed Moves	LR	TR	LT
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	280	512	296
Cap Entry Lane, veh/h	1029	1301	1100
Entry HV Adj Factor	0.979	0.981	0.977
Flow Entry, veh/h	274	502	289
Cap Entry, veh/h	1005	1273	1073
V/C Ratio	0.273	0.394	0.270
Control Delay, s/veh	6.3	6.6	5.9
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection

Intersection Delay, s/veh 11.1

Intersection LOS B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	140	122	28	283	103	43
Future Vol, veh/h	140	122	28	283	103	43
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	4	2	13	4	7	2
Mvmt Flow	165	144	33	333	121	51
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.6	11.8	10.5
HCM LOS	B	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	71%
Vol Thru, %	9%	0%	0%	29%
Vol Right, %	91%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	311	140	122	146
LT Vol	0	140	0	103
Through Vol	28	0	0	43
RT Vol	283	0	122	0
Lane Flow Rate	366	165	144	172
Geometry Grp	2	5	5	2
Degree of Util (X)	0.469	0.294	0.206	0.263
Departure Headway (Hd)	4.613	6.418	5.17	5.503
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	772	563	698	656
Service Time	2.699	4.127	2.879	3.503
HCM Lane V/C Ratio	0.474	0.293	0.206	0.262
HCM Control Delay	11.8	11.8	9.2	10.5
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.5	1.2	0.8	1.1

Intersection

Intersection Delay, s/veh 15.2

Intersection LOS C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	316	149	67	222	150	79
Future Vol, veh/h	316	149	67	222	150	79
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	351	166	74	247	167	88
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	17.3	13.2	13.4
HCM LOS	C	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	66%
Vol Thru, %	23%	0%	0%	34%
Vol Right, %	77%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	289	316	149	229
LT Vol	0	316	0	150
Through Vol	67	0	0	79
RT Vol	222	0	149	0
Lane Flow Rate	321	351	166	254
Geometry Grp	2	5	5	2
Degree of Util (X)	0.477	0.647	0.249	0.424
Departure Headway (Hd)	5.343	6.631	5.415	6.005
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	671	544	662	598
Service Time	3.391	4.371	3.155	4.056
HCM Lane V/C Ratio	0.478	0.645	0.251	0.425
HCM Control Delay	13.2	20.8	10	13.4
HCM Lane LOS	B	C	A	B
HCM 95th-tile Q	2.6	4.6	1	2.1

Intersection

Intersection Delay, s/veh 15
Intersection LOS B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	270	247	47	268	173	88
Future Vol, veh/h	270	247	47	268	173	88
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	300	274	52	298	192	98
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	15.5	14.3	14.9
HCM LOS	C	B	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	66%
Vol Thru, %	15%	0%	0%	34%
Vol Right, %	85%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	315	270	247	261
LT Vol	0	270	0	173
Through Vol	47	0	0	88
RT Vol	268	0	247	0
Lane Flow Rate	350	300	274	290
Geometry Grp	2	5	5	2
Degree of Util (X)	0.525	0.568	0.426	0.491
Departure Headway (Hd)	5.404	6.813	5.594	6.098
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	528	642	589
Service Time	3.455	4.56	3.341	4.151
HCM Lane V/C Ratio	0.526	0.568	0.427	0.492
HCM Control Delay	14.3	18.2	12.5	14.9
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	3.1	3.5	2.1	2.7



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	343	380	199
v/c Ratio	0.45	0.45	0.50
Control Delay	10.8	4.1	18.0
Queue Delay	0.0	0.0	0.0
Total Delay	10.8	4.1	18.0
Queue Length 50th (m)	18.1	2.5	16.0
Queue Length 95th (m)	33.6	14.0	31.1
Internal Link Dist (m)	621.6	855.5	85.4
Turn Bay Length (m)			
Base Capacity (vph)	757	848	399
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.45	0.45	0.50
Intersection Summary			

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 AM
02-07-2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↙		↑		↗↖	
Traffic Volume (veh/h)	149	143	33	290	119	50
Future Volume (veh/h)	149	143	33	290	119	50
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99		0.97	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1870	1707	1841	1796	1870
Adj Flow Rate, veh/h	175	93	39	132	140	59
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	2	13	4	7	2
Cap, veh/h	462	246	141	478	432	165
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1088	578	332	1125	776	389
Grp Volume(v), veh/h	269	0	0	171	199	0
Grp Sat Flow(s),veh/h/ln	1672	0	0	1457	1165	0
Q Serve(g_s), s	6.6	0.0	0.0	4.6	5.4	0.0
Cycle Q Clear(g_c), s	6.6	0.0	0.0	4.6	10.0	0.0
Prop In Lane	0.65	0.35		0.77	0.70	
Lane Grp Cap(c), veh/h	711	0	0	619	597	0
V/C Ratio(X)	0.38	0.00	0.00	0.28	0.33	0.00
Avail Cap(c_a), veh/h	711	0	0	619	597	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.8	0.0	0.0	11.2	13.6	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	1.1	1.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	0.0	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.4	0.0	0.0	12.3	15.1	0.0
LnGrp LOS	B	A	A	B	B	A
Approach Vol, veh/h	269	171		199		
Approach Delay, s/veh	13.4	12.3		15.1		
Approach LOS	B	B		B		
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	30.0		30.0		30.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	25.5		25.5		25.5	
Max Q Clear Time (g_c+l1), s	6.6		12.0		8.6	
Green Ext Time (p_c), s	1.1		1.1		1.1	
Intersection Summary						
HCM 6th Ctrl Delay			13.6			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	557	342	297
v/c Ratio	0.74	0.41	0.72
Control Delay	20.6	5.1	26.9
Queue Delay	0.0	0.0	0.0
Total Delay	20.6	5.1	26.9
Queue Length 50th (m)	46.2	5.8	27.0
Queue Length 95th (m)	#86.9	20.0	#64.2
Internal Link Dist (m)	621.6	855.5	85.4
Turn Bay Length (m)			
Base Capacity (vph)	752	827	414
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.74	0.41	0.72

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 PM
02-07-2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	327	175	77	230	174	94
Future Volume (veh/h)	327	175	77	230	174	94
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.99		0.97	0.99	
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	1841	1870	1870
Adj Flow Rate, veh/h	363	154	86	114	193	104
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	4	2	2
Cap, veh/h	509	216	303	402	402	197
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1199	508	714	946	714	464
Grp Volume(v), veh/h	518	0	0	200	297	0
Grp Sat Flow(s),veh/h/ln	1710	0	0	1660	1178	0
Q Serve(g_s), s	15.0	0.0	0.0	4.7	9.2	0.0
Cycle Q Clear(g_c), s	15.0	0.0	0.0	4.7	13.9	0.0
Prop In Lane	0.70	0.30		0.57	0.65	
Lane Grp Cap(c), veh/h	727	0	0	705	600	0
V/C Ratio(X)	0.71	0.00	0.00	0.28	0.50	0.00
Avail Cap(c_a), veh/h	727	0	0	705	600	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	0.0	11.3	14.8	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0	1.0	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	0.0	0.4	0.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.1	0.0	0.0	12.3	17.7	0.0
LnGrp LOS	C	A	A	B	B	A
Approach Vol, veh/h	518		200			297
Approach Delay, s/veh	20.1		12.3			17.7
Approach LOS	C		B			B
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	30.0				30.0	30.0
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	25.5				25.5	25.5
Max Q Clear Time (g_c+l1), s	6.7				15.9	17.0
Green Ext Time (p_c), s	1.3				1.5	1.8
Intersection Summary						
HCM 6th Ctrl Delay			17.9			
HCM 6th LOS			B			

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	NBT	SBT
Lane Group Flow (vph)	634	368	339
v/c Ratio	0.83	0.43	0.88
Control Delay	24.8	4.4	43.2
Queue Delay	0.0	0.0	0.0
Total Delay	24.8	4.4	43.2
Queue Length 50th (m)	51.8	4.0	34.2
Queue Length 95th (m)	#111.7	18.2	#80.5
Internal Link Dist (m)	621.6	855.5	85.4
Turn Bay Length (m)			
Base Capacity (vph)	763	853	387
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.83	0.43	0.88

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 Saturday
02-07-2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↱		↰↱		↰↱	
Traffic Volume (veh/h)	281	290	54	277	203	102
Future Volume (veh/h)	281	290	54	277	203	102
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.96		0.98	0.99	
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	312	246	60	136	226	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	393	310	214	484	410	186
Arrive On Green	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	925	729	502	1139	730	438
Grp Volume(v), veh/h	559	0	0	196	339	0
Grp Sat Flow(s),veh/h/ln	1656	0	0	1641	1168	0
Q Serve(g_s), s	17.6	0.0	0.0	4.7	11.4	0.0
Cycle Q Clear(g_c), s	17.6	0.0	0.0	4.7	16.1	0.0
Prop In Lane	0.56	0.44		0.69	0.67	
Lane Grp Cap(c), veh/h	704	0	0	698	596	0
V/C Ratio(X)	0.79	0.00	0.00	0.28	0.57	0.00
Avail Cap(c_a), veh/h	704	0	0	698	596	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	11.3	15.6	0.0
Incr Delay (d2), s/veh	9.0	0.0	0.0	1.0	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.0	0.0	0.4	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	0.0	0.0	12.3	19.5	0.0
LnGrp LOS	C	A	A	B	B	A
Approach Vol, veh/h	559		196		339	
Approach Delay, s/veh	24.0		12.3		19.5	
Approach LOS	C		B		B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	30.0				30.0	30.0
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	25.5				25.5	25.5
Max Q Clear Time (g_c+l1), s	6.7				18.1	19.6
Green Ext Time (p_c), s	1.3				1.5	1.6
Intersection Summary						
HCM 6th Ctrl Delay			20.5			
HCM 6th LOS			C			

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	165	144	366	172
v/c Ratio	0.31	0.25	0.37	0.28
Control Delay	17.9	4.7	2.6	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.9	4.7	2.6	9.0
Queue Length 50th (m)	14.4	0.0	1.6	9.7
Queue Length 95th (m)	26.4	9.2	10.2	18.5
Internal Link Dist (m)	621.6		855.5	85.4
Turn Bay Length (m)		35.0		
Base Capacity (vph)	535	568	982	615
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.25	0.37	0.28
Intersection Summary				

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 AM
02-07-2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	140	122	28	283	103	43
Future Volume (veh/h)	140	122	28	283	103	43
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	0.99	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1870	1707	1841	1796	1870
Adj Flow Rate, veh/h	165	4	33	155	121	51
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	4	2	13	4	7	2
Cap, veh/h	541	489	138	646	545	213
Arrive On Green	0.31	0.31	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1753	1585	254	1193	818	393
Grp Volume(v), veh/h	165	4	0	188	172	0
Grp Sat Flow(s),veh/h/ln	1753	1585	0	1447	1212	0
Q Serve(g_s), s	4.3	0.1	0.0	4.1	3.3	0.0
Cycle Q Clear(g_c), s	4.3	0.1	0.0	4.1	7.4	0.0
Prop In Lane	1.00	1.00		0.82	0.70	
Lane Grp Cap(c), veh/h	541	489	0	784	759	0
V/C Ratio(X)	0.31	0.01	0.00	0.24	0.23	0.00
Avail Cap(c_a), veh/h	541	489	0	784	759	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	14.4	0.0	7.2	8.4	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	0.0	0.3	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.3	14.4	0.0	8.0	9.1	0.0
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	169		188			172
Approach Delay, s/veh	17.2		8.0			9.1
Approach LOS	B		A			A
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	37.0		37.0		23.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	32.5		32.5		18.5	
Max Q Clear Time (g_c+l1), s	6.1		9.4		6.3	
Green Ext Time (p_c), s	1.5		1.2		0.5	
Intersection Summary						
HCM 6th Ctrl Delay			11.3			
HCM 6th LOS			B			



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	351	166	321	255
v/c Ratio	0.64	0.28	0.33	0.40
Control Delay	24.4	4.6	3.1	10.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.4	4.6	3.1	10.3
Queue Length 50th (m)	34.5	0.0	3.7	15.5
Queue Length 95th (m)	59.9	11.3	14.0	30.2
Internal Link Dist (m)	621.6		855.5	85.4
Turn Bay Length (m)		35.0		
Base Capacity (vph)	545	583	976	645
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.64	0.28	0.33	0.40
Intersection Summary				

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 PM
02-07-2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	316	149	67	222	150	79
Future Volume (veh/h)	316	149	67	222	150	79
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.97	0.99	
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	1841	1870	1870
Adj Flow Rate, veh/h	351	10	74	127	167	88
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	4	2	2
Cap, veh/h	549	489	328	562	521	255
Arrive On Green	0.31	0.31	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	1585	605	1038	778	471
Grp Volume(v), veh/h	351	10	0	201	255	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1644	1248	0
Q Serve(g_s), s	10.2	0.3	0.0	3.8	5.5	0.0
Cycle Q Clear(g_c), s	10.2	0.3	0.0	3.8	9.3	0.0
Prop In Lane	1.00	1.00		0.63	0.65	
Lane Grp Cap(c), veh/h	549	489	0	890	776	0
V/C Ratio(X)	0.64	0.02	0.00	0.23	0.33	0.00
Avail Cap(c_a), veh/h	549	489	0	890	776	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.9	14.4	0.0	7.2	8.8	0.0
Incr Delay (d2), s/veh	5.6	0.1	0.0	0.6	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	0.0	0.0	0.3	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.5	14.5	0.0	7.8	10.0	0.0
LnGrp LOS	C	B	A	A	A	A
Approach Vol, veh/h	361		201			255
Approach Delay, s/veh	23.2		7.8			10.0
Approach LOS	C		A			A
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	37.0				37.0	23.0
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	32.5				32.5	18.5
Max Q Clear Time (g_c+l1), s	5.8				11.3	12.2
Green Ext Time (p_c), s	1.5				1.9	0.9
Intersection Summary						
HCM 6th Ctrl Delay			15.3			
HCM 6th LOS			B			

Queues

Total 2045 Saturday

35: Sunnyside Road & East Road

02-07-2025



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	300	274	350	290
v/c Ratio	0.55	0.42	0.35	0.49
Control Delay	21.9	4.7	2.7	12.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	21.9	4.7	2.7	12.1
Queue Length 50th (m)	28.5	0.0	2.6	18.9
Queue Length 95th (m)	50.4	14.4	13.0	37.3
Internal Link Dist (m)	621.6		855.5	85.4
Turn Bay Length (m)		35.0		
Base Capacity (vph)	545	653	995	595
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.42	0.35	0.49
Intersection Summary				

HCM 6th Signalized Intersection Summary
35: Sunnyside Road & East Road

Total 2045 Saturday
02-07-2025

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	270	247	47	268	173	88
Future Volume (veh/h)	270	247	47	268	173	88
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		0.99	0.99	
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	300	21	52	151	192	98
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	549	489	226	657	522	247
Arrive On Green	0.31	0.31	0.54	0.54	0.54	0.54
Sat Flow, veh/h	1781	1585	418	1214	780	457
Grp Volume(v), veh/h	300	21	0	203	290	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1632	1237	0
Q Serve(g_s), s	8.4	0.6	0.0	3.9	6.9	0.0
Cycle Q Clear(g_c), s	8.4	0.6	0.0	3.9	10.8	0.0
Prop In Lane	1.00	1.00		0.74	0.66	
Lane Grp Cap(c), veh/h	549	489	0	884	770	0
V/C Ratio(X)	0.55	0.04	0.00	0.23	0.38	0.00
Avail Cap(c_a), veh/h	549	489	0	884	770	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.3	14.5	0.0	7.2	9.3	0.0
Incr Delay (d2), s/veh	3.9	0.2	0.0	0.6	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.1	0.0	0.3	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.1	14.7	0.0	7.8	10.7	0.0
LnGrp LOS	C	B	A	A	B	A
Approach Vol, veh/h	321		203			290
Approach Delay, s/veh	20.7		7.8			10.7
Approach LOS	C		A			B
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	37.0		37.0		23.0	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	32.5		32.5		18.5	
Max Q Clear Time (g_c+l1), s	5.9		12.8		10.4	
Green Ext Time (p_c), s	1.5		2.2		0.9	
Intersection Summary						
HCM 6th Ctrl Delay			13.9			
HCM 6th LOS			B			

Intersection													
Int Delay, s/veh	2.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↕			↕			↕			↕		
Traffic Vol, veh/h	4	415	6	3	264	31	7	1	20	65	0	2	
Future Vol, veh/h	4	415	6	3	264	31	7	1	20	65	0	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	15	15	0	0	
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	5	488	7	4	311	36	8	1	24	76	0	2	

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	495	0	0	840	857	507	866	842	329
Stage 1	-	-	-	-	-	-	502	502	-	337	337	-
Stage 2	-	-	-	-	-	-	338	355	-	529	505	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	212	-	-	1069	-	-	285	295	566	274	301	712
Stage 1	-	-	-	-	-	-	552	542	-	677	641	-
Stage 2	-	-	-	-	-	-	676	630	-	533	540	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	212	-	-	1069	-	-	282	292	559	256	298	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	292	-	256	298	-
Stage 1	-	-	-	-	-	-	549	539	-	673	638	-
Stage 2	-	-	-	-	-	-	670	627	-	500	537	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			13.9			24.7		
HCM LOS							B			C		

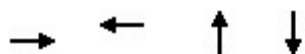
Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	NBLn1	SBLn1
Capacity (veh/h)	437	1212	-	-	1069	-	-	261	
HCM Lane V/C Ratio	0.075	0.004	-	-	0.003	-	-	0.302	
HCM Control Delay (s)	13.9	8	0	-	8.4	0	-	24.7	
HCM Lane LOS	B	A	A	-	A	A	-	C	
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	1.2	

Queues

Total 2045 AM

2: Alderside Rd/April Rd & Ioco Rd

02-11-2025



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	500	351	33	78
v/c Ratio	0.37	0.26	0.09	0.24
Control Delay	6.6	5.6	7.7	10.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.6	5.6	7.7	10.9
Queue Length 50th (m)	15.3	9.3	0.6	3.2
Queue Length 95th (m)	50.6	32.3	4.6	10.0
Internal Link Dist (m)	101.7	90.6	46.2	42.9
Turn Bay Length (m)				
Base Capacity (vph)	1603	1584	796	729
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.31	0.22	0.04	0.11
Intersection Summary				

HCM 6th Signalized Intersection Summary
2: Alderside Rd/April Rd & Ioco Rd

Total 2045 AM
02-11-2025

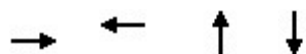
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	415	6	3	264	31	7	1	20	65	0	2
Future Volume (veh/h)	4	415	6	3	264	31	7	1	20	65	0	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.96		0.96	0.96		0.96
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	5	488	7	4	311	36	8	1	24	76	0	2
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	833	12	154	745	85	224	34	191	520	4	6
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.17	0.17	0.17	0.17	0.00	0.17
Sat Flow, veh/h	5	1830	26	6	1637	188	222	197	1118	1317	23	35
Grp Volume(v), veh/h	500	0	0	351	0	0	33	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1861	0	0	1831	0	0	1537	0	0	1375	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.1	0.0	0.0	0.4	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.01		0.01	0.01		0.10	0.24		0.73	0.97		0.03
Lane Grp Cap(c), veh/h	998	0	0	984	0	0	449	0	0	530	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.36	0.00	0.00	0.07	0.00	0.00	0.15	0.00	0.00
Avail Cap(c_a), veh/h	2655	0	0	2609	0	0	1340	0	0	1328	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.9	0.0	0.0	4.4	0.0	0.0	8.4	0.0	0.0	8.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.3	0.0	0.0	4.6	0.0	0.0	8.5	0.0	0.0	8.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	500			351			33			78		
Approach Delay, s/veh	5.3			4.6			8.5			8.8		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	8.6			15.5			8.6			15.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.5			32.5			18.5			32.5		
Max Q Clear Time (g_c+11), s	2.4			6.8			3.1			5.1		
Green Ext Time (p_c), s	0.1			4.2			0.3			2.8		
Intersection Summary												
HCM 6th Ctrl Delay	5.4											
HCM 6th LOS	A											

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	540	4	5	355	59	3	2	12	47	1	4
Future Vol, veh/h	3	540	4	5	355	59	3	2	12	47	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	15	15	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	600	4	6	394	66	3	2	13	52	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	460	0	0	604	0	0	1050	1080	617	1070	1049	427
Stage 1	-	-	-	-	-	-	608	608	-	439	439	-
Stage 2	-	-	-	-	-	-	442	472	-	631	610	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	101	-	-	974	-	-	205	218	490	199	227	628
Stage 1	-	-	-	-	-	-	483	486	-	597	578	-
Stage 2	-	-	-	-	-	-	594	559	-	469	485	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	101	-	-	974	-	-	201	215	484	188	224	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	201	215	-	188	224	-
Stage 1	-	-	-	-	-	-	481	484	-	595	573	-
Stage 2	-	-	-	-	-	-	584	555	-	446	483	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			16			30.3		
HCM LOS							C			D		

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		347	1101	-	-	974	-	199
HCM Lane V/C Ratio		0.054	0.003	-	-	0.006	-	0.29
HCM Control Delay (s)		16	8.3	0	-	8.7	0	30.3
HCM Lane LOS		C	A	A	-	A	-	D
HCM 95th %tile Q(veh)		0.2	0	-	-	0	-	1.2



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	607	466	18	57
v/c Ratio	0.39	0.31	0.05	0.14
Control Delay	5.2	4.4	10.4	14.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	5.2	4.4	10.4	14.3
Queue Length 50th (m)	0.0	0.0	0.3	2.0
Queue Length 95th (m)	69.6	46.9	4.5	11.8
Internal Link Dist (m)	101.7	90.6	46.2	42.9
Turn Bay Length (m)				
Base Capacity (vph)	1585	1553	822	976
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.30	0.02	0.06
Intersection Summary				

HCM 6th Signalized Intersection Summary
2: Alderside Rd/April Rd & Ioco Rd

Total 2045 PM
02-11-2025

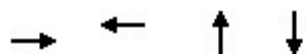
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	540	4	5	355	59	3	2	12	47	1	4
Future Volume (veh/h)	3	540	4	5	355	59	3	2	12	47	1	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	0.95		0.96	0.95		0.96
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	600	4	6	394	66	3	2	13	52	1	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	139	948	6	142	795	132	182	40	162	432	16	14
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	2	1852	12	6	1553	257	153	279	1123	1174	109	97
Grp Volume(v), veh/h	607	0	0	466	0	0	18	0	0	57	0	0
Grp Sat Flow(s),veh/h/ln	1866	0	0	1816	0	0	1555	0	0	1379	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	6.1	0.0	0.0	4.4	0.0	0.0	0.3	0.0	0.0	0.9	0.0	0.0
Prop In Lane	0.00		0.01	0.01		0.14	0.17		0.72	0.91		0.07
Lane Grp Cap(c), veh/h	1094	0	0	1069	0	0	385	0	0	462	0	0
V/C Ratio(X)	0.55	0.00	0.00	0.44	0.00	0.00	0.05	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	2449	0	0	2377	0	0	1240	0	0	1220	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.6	0.0	0.0	4.2	0.0	0.0	9.7	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.1	0.0	0.0	4.5	0.0	0.0	9.7	0.0	0.0	10.1	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h	607		466				18		57			
Approach Delay, s/veh	5.1		4.5				9.7		10.1			
Approach LOS	A		A				A		B			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	8.3		17.9		8.3		17.9					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	18.5		32.5		18.5		32.5					
Max Q Clear Time (g_c+I1), s	2.3		8.1		2.9		6.4					
Green Ext Time (p_c), s	0.0		5.3		0.2		3.9					
Intersection Summary												
HCM 6th Ctrl Delay	5.1											
HCM 6th LOS	A											

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	5	531	1	4	402	58	4	1	8	34	1	7
Future Vol, veh/h	5	531	1	4	402	58	4	1	8	34	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	15	15	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-	0	-	-	0	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	590	1	4	447	64	4	1	9	38	1	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	511	0	0	591	0	0	1095	1122	606	1110	1090	479
Stage 1	-	-	-	-	-	-	603	603	-	487	487	-
Stage 2	-	-	-	-	-	-	492	519	-	623	603	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1054	-	-	985	-	-	191	206	497	187	215	587
Stage 1	-	-	-	-	-	-	486	488	-	562	550	-
Stage 2	-	-	-	-	-	-	558	533	-	474	488	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1054	-	-	985	-	-	186	203	491	179	212	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	186	203	-	179	212	-
Stage 1	-	-	-	-	-	-	482	484	-	558	547	-
Stage 2	-	-	-	-	-	-	546	530	-	455	484	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			17.4			27.9		
HCM LOS							C			D		

Minor Lane/Major Mvm	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	1054	-	-	985	-	-	203
HCM Lane V/C Ratio	0.048	0.005	-	-	0.005	-	-	0.23
HCM Control Delay (s)	17.4	8.4	0	-	8.7	0	-	27.9
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.9



Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	597	515	14	47
v/c Ratio	0.38	0.33	0.04	0.12
Control Delay	4.9	4.4	11.8	14.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	4.9	4.4	11.8	14.2
Queue Length 50th (m)	0.0	0.0	0.3	1.5
Queue Length 95th (m)	67.6	53.4	4.1	10.3
Internal Link Dist (m)	101.7	90.6	46.2	42.9
Turn Bay Length (m)				
Base Capacity (vph)	1573	1552	788	958
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.33	0.02	0.05
Intersection Summary				

HCM 6th Signalized Intersection Summary
2: Alderside Rd/April Rd & Ioco Rd

Total 2045 SAT
02-11-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	531	1	4	402	58	4	1	8	34	1	7
Future Volume (veh/h)	5	531	1	4	402	58	4	1	8	34	1	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	0.95		0.96	0.95		0.96
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	6	590	1	4	447	64	4	1	9	38	1	8
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	950	2	144	816	116	220	35	132	390	24	32
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	5	1856	3	3	1595	227	285	262	985	994	177	240
Grp Volume(v), veh/h	597	0	0	515	0	0	14	0	0	47	0	0
Grp Sat Flow(s),veh/h/ln	1864	0	0	1825	0	0	1533	0	0	1411	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	4.9	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.0
Prop In Lane	0.01		0.00	0.01		0.12	0.29		0.64	0.81		0.17
Lane Grp Cap(c), veh/h	1097	0	0	1077	0	0	388	0	0	446	0	0
V/C Ratio(X)	0.54	0.00	0.00	0.48	0.00	0.00	0.04	0.00	0.00	0.11	0.00	0.00
Avail Cap(c_a), veh/h	2515	0	0	2466	0	0	1269	0	0	1258	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.5	0.0	0.0	4.2	0.0	0.0	9.6	0.0	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.9	0.0	0.0	4.5	0.0	0.0	9.6	0.0	0.0	9.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h	597			515			14			47		
Approach Delay, s/veh	4.9			4.5			9.6			9.9		
Approach LOS	A			A			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	7.9			17.5			7.9			17.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	18.5			32.5			18.5			32.5		
Max Q Clear Time (g_c+11), s	2.2			7.8			2.7			6.9		
Green Ext Time (p_c), s	0.0			5.2			0.2			4.4		
Intersection Summary												
HCM 6th Ctrl Delay	5.0											
HCM 6th LOS	A											