Appendix 10
2040 Build Capacity Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	344	252	132	265	128	271	628	172	502	1074	194
Future Volume (veh/h)	98	344	252	132	265	128	271	628	172	502	1074	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	107	374	274	143	288	139	295	683	187	546	1167	211
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	483	544	216	471	689	264	980	268	488	1364	245
Arrive On Green	0.06	0.26	0.26	0.05	0.25	0.25	0.09	0.36	0.36	0.19	0.46	0.46
Sat Flow, veh/h	1774	1863	1552	1774	1863	1551	1774	2745	751	1774	2996	539
Grp Volume(v), veh/h	107	374	274	143	288	139	295	440	430	546	687	691
Grp Sat Flow(s),veh/h/ln	1774	1863	1552	1774	1863	1551	1774	1770	1726	1774	1770	1766
Q Serve(g_s), s	4.9	20.9	15.6	6.0	15.3	6.2	10.0	23.9	23.9	21.0	38.7	39.3
Cycle Q Clear(g_c), s	4.9	20.9	15.6	6.0	15.3	6.2	10.0	23.9	23.9	21.0	38.7	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.44	1.00		0.31
Lane Grp Cap(c), veh/h	281	483	544	216	471	689	264	632	616	488	806	804
V/C Ratio(X)	0.38	0.77	0.50	0.66	0.61	0.20	1.12	0.70	0.70	1.12	0.85	0.86
Avail Cap(c_a), veh/h	348	632	668	216	549	754	264	774	755	488	948	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	38.5	28.9	33.6	37.0	19.3	28.1	30.8	30.8	25.0	27.2	27.3
Incr Delay (d2), s/veh	0.3	5.3	1.0	5.9	2.0	0.2	91.3	1.3	1.4	77.5	5.9	6.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	17.0	11.1	3.2	12.8	4.8	12.0	17.5	17.2	46.0	27.6	27.8
LnGrp Delay(d),s/veh	29.7	43.8	29.9	39.6	39.1	19.5	119.4	32.2	32.2	102.5	33.0	33.7
LnGrp LOS	C	D	C	D	D	B	F	C	C	F	C	C
Approach Vol, veh/h		755			570			1165			1924	
Approach Delay, s/veh		36.7			34.4			54.3			53.0	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	44.0	10.0	33.0	14.0	55.0	10.7	32.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	49.0	6.0	38.0	10.0	60.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	23.0	25.9	8.0	22.9	12.0	41.3	6.9	17.3
Green Ext Time (p_c), s	0.0	0.9	0.0	4.1	0.0	1.5	0.0	2.7

Intersection Summary	
HCM 2010 Ctrl Delay	48.1
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	2	11	0	11	9	80	1056	16	26	1500	78
Future Vol, veh/h	5	2	11	0	11	9	80	1056	16	26	1500	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	2	12	0	12	10	87	1148	17	28	1630	85

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2483	3068	858	2203	3102	583	1715	0	0	1165	0	0
Stage 1	1729	1729	-	1331	1331	-	-	-	-	-	-	-
Stage 2	754	1339	-	872	1771	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	15	12	300	25	~ 11	456	366	-	-	595	-	-
Stage 1	92	141	-	163	222	-	-	-	-	-	-	-
Stage 2	367	220	-	312	135	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	9	300	16	~ 8	456	366	-	-	595	-	-
Mov Cap-2 Maneuver	-	9	-	16	~ 8	-	-	-	-	-	-	-
Stage 1	70	134	-	124	169	-	-	-	-	-	-	-
Stage 2	254	168	-	281	129	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		$ 626.1	1.2	0.2
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	366	-	-	-	8	456	595	-	-
HCM Lane V/C Ratio	0.238	-	-	-	1.495	0.021	0.047	-	-
HCM Control Delay (s)	17.9	-	-	-	$ 1127.6	13.1	11.4	-	-
HCM Lane LOS	C	-	-	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-	-	2.4	0.1	0.1	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	61	74	86	1100	1424	69
Future Volume (veh/h)	61	74	86	1100	1424	69
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	66	80	93	1196	1548	75
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	85	103	263	2564	2490	120
Arrive On Green	0.11	0.11	0.72	0.72	0.72	0.72
Sat Flow, veh/h	748	906	310	3632	3530	166
Grp Volume(v), veh/h	147	0	93	1196	794	829
Grp Sat Flow(s),veh/h/ln	1665	0	310	1770	1770	1833
Q Serve(g_s), s	5.7	0.0	14.3	9.3	14.8	15.0
Cycle Q Clear(g_c), s	5.7	0.0	29.3	9.3	14.8	15.0
Prop In Lane	0.45	0.54	1.00			0.09
Lane Grp Cap(c), veh/h	189	0	263	2564	1282	1328
V/C Ratio(X)	0.78	0.00	0.35	0.47	0.62	0.62
Avail Cap(c_a), veh/h	631	0	481	5055	2528	2619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	11.9	3.8	4.5	4.6
Incr Delay (d2), s/veh	6.7	0.0	0.8	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	0.0	2.3	7.8	11.6	12.1
LnGrp Delay(d),s/veh	35.2	0.0	12.7	3.9	5.0	5.1
LnGrp LOS	D		B	A	A	A
Approach Vol, veh/h	147			1289	1623	
Approach Delay, s/veh	35.2			4.6	5.1	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		54.5		11.5		54.5		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 94		25.0		* 94		
Max Q Clear Time (g_c+I1), s		31.3		7.7		17.0		
Green Ext Time (p_c), s		16.6		0.4		20.0		

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	25	30	0	5	74	1194	38	22	1444	27
Future Volume (veh/h)	18	0	25	30	0	5	74	1194	38	22	1444	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		1.00	0.99		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1900	1788	1863	1900
Adj Flow Rate, veh/h	20	0	27	33	0	5	80	1298	41	24	1570	29
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	0	149	268	0	171	234	1832	58	244	1734	32
Arrive On Green	0.03	0.00	0.09	0.05	0.00	0.11	0.07	0.52	0.52	0.04	0.49	0.49
Sat Flow, veh/h	1774	0	1576	1703	0	1576	1703	3502	111	1703	3555	66
Grp Volume(v), veh/h	20	0	27	33	0	5	80	655	684	24	780	819
Grp Sat Flow(s),veh/h/ln	1774	0	1576	1703	0	1576	1703	1770	1843	1703	1770	1851
Q Serve(g_s), s	0.8	0.0	1.3	1.4	0.0	0.2	1.8	23.0	23.1	0.6	33.2	33.3
Cycle Q Clear(g_c), s	0.8	0.0	1.3	1.4	0.0	0.2	1.8	23.0	23.1	0.6	33.2	33.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.04
Lane Grp Cap(c), veh/h	275	0	149	268	0	171	234	926	964	244	863	903
V/C Ratio(X)	0.07	0.00	0.18	0.12	0.00	0.03	0.34	0.71	0.71	0.10	0.90	0.91
Avail Cap(c_a), veh/h	393	0	494	420	0	551	264	1322	1377	334	1322	1383
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	34.2	31.0	0.0	32.7	17.1	14.8	14.8	12.1	19.3	19.3
Incr Delay (d2), s/veh	0.2	0.0	1.2	0.1	0.0	0.0	0.3	0.4	0.4	0.1	4.4	4.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	1.1	1.2	0.0	0.2	1.6	16.7	17.3	0.5	23.9	24.9
LnGrp Delay(d),s/veh	31.9	0.0	35.4	31.0	0.0	32.7	17.4	15.2	15.2	12.1	23.7	23.7
LnGrp LOS	C		D	C		C	B	B	B	B	C	C
Approach Vol, veh/h		47			38			1419			1623	
Approach Delay, s/veh		33.9			31.3			15.3			23.5	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	49.6	7.7	15.1	12.6	46.7	6.6	16.2
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	2.8	25.1	3.4	3.3	3.8	35.3	2.8	2.2
Green Ext Time (p_c), s	0.0	3.5	0.0	0.1	0.0	4.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	26	120	38	1346	1435	16
Future Volume (veh/h)	26	120	38	1346	1435	16
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	28	130	41	1463	1560	17
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	42	193	251	2746	2791	30
Arrive On Green	0.15	0.14	1.00	1.00	0.78	0.77
Sat Flow, veh/h	273	1269	324	3632	3679	39
Grp Volume(v), veh/h	159	0	41	1463	769	808
Grp Sat Flow(s),veh/h/ln	1552	0	324	1770	1770	1856
Q Serve(g_s), s	12.6	0.0	4.3	0.0	22.2	22.2
Cycle Q Clear(g_c), s	12.6	0.0	26.6	0.0	22.2	22.2
Prop In Lane	0.18	0.82	1.00			0.02
Lane Grp Cap(c), veh/h	236	0	251	2746	1377	1444
V/C Ratio(X)	0.67	0.00	0.16	0.53	0.56	0.56
Avail Cap(c_a), veh/h	392	0	251	2746	1377	1444
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.84	0.84	0.63	0.63
Uniform Delay (d), s/veh	52.6	0.0	2.9	0.0	5.7	5.7
Incr Delay (d2), s/veh	3.3	0.0	1.2	0.6	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	0.8	0.4	15.4	16.1
LnGrp Delay(d),s/veh	56.0	0.0	4.1	0.6	6.7	6.7
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	159			1504	1577	
Approach Delay, s/veh	56.0			0.7	6.7	
Approach LOS	E			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.1		23.9		106.1		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		28.6		14.6		24.2		
Green Ext Time (p_c), s		12.1		0.6		10.2		

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	661	102	202	499	209	200	956	320	216	1037	312
Future Volume (veh/h)	252	661	102	202	499	209	200	956	320	216	1037	312
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	274	718	111	220	542	227	217	1039	348	235	1127	339
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	850	472	338	804	506	315	2176	772	333	2224	813
Arrive On Green	0.11	0.24	0.22	0.10	0.23	0.22	0.09	0.43	0.41	0.03	0.14	0.14
Sat Flow, veh/h	3442	3539	1575	3442	3539	1575	3442	5085	1572	3304	5085	1572
Grp Volume(v), veh/h	274	718	111	220	542	227	217	1039	348	235	1127	339
Grp Sat Flow(s),veh/h/ln	1721	1770	1575	1721	1770	1575	1721	1695	1572	1652	1695	1572
Q Serve(g_s), s	10.0	25.1	6.9	8.0	18.2	14.9	7.9	19.1	18.8	9.2	26.6	21.8
Cycle Q Clear(g_c), s	10.0	25.1	6.9	8.0	18.2	14.9	7.9	19.1	18.8	9.2	26.6	21.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	382	850	472	338	804	506	315	2176	772	333	2224	813
V/C Ratio(X)	0.72	0.84	0.24	0.65	0.67	0.45	0.69	0.48	0.45	0.71	0.51	0.42
Avail Cap(c_a), veh/h	408	907	497	349	847	525	328	2176	772	369	2224	813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77
Uniform Delay (d), s/veh	55.8	47.1	34.3	56.5	45.8	35.0	57.3	26.7	21.7	60.9	42.7	30.5
Incr Delay (d2), s/veh	5.6	7.1	0.3	4.1	2.0	0.6	5.7	0.8	1.9	4.2	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	19.0	5.4	7.2	14.1	10.7	7.3	14.0	13.3	7.4	17.8	14.3
LnGrp Delay(d),s/veh	61.4	54.1	34.6	60.6	47.8	35.6	63.0	27.5	23.6	65.1	43.3	31.7
LnGrp LOS	E	D	C	E	D	D	E	C	C	E	D	C
Approach Vol, veh/h		1103			989			1604			1701	
Approach Delay, s/veh		54.0			47.9			31.4			44.0	
Approach LOS		D			D			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	35.4	16.5	61.5	18.6	33.3	17.8	60.2
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	10.5	31.0	10.5	52.0	13.1	28.4	12.7	49.8
Max Q Clear Time (g_c+I1), s	10.0	27.1	9.9	28.6	12.0	20.2	11.2	21.1
Green Ext Time (p_c), s	0.0	1.4	0.1	7.5	0.1	2.3	0.2	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	43.0
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	52	2	116	48	3	0	0	90	5	0	3
Future Vol, veh/h	3	52	2	116	48	3	0	0	90	5	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	57	2	126	52	3	0	0	98	5	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	55	0	0	59	0	0	371	371	58	419	371	54
Stage 1	-	-	-	-	-	-	64	64	-	306	306	-
Stage 2	-	-	-	-	-	-	307	307	-	113	65	-
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	1550	-	-	1545	-	-	586	559	1008	544	559	1013
Stage 1	-	-	-	-	-	-	947	842	-	704	662	-
Stage 2	-	-	-	-	-	-	703	661	-	892	841	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1550	-	-	1545	-	-	546	511	1008	459	511	1013
Mov Cap-2 Maneuver	-	-	-	-	-	-	546	511	-	459	511	-
Stage 1	-	-	-	-	-	-	945	840	-	703	606	-
Stage 2	-	-	-	-	-	-	642	605	-	804	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	5.2	9	11.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1008	1550	-	-	1545	-	-	577
HCM Lane V/C Ratio	0.097	0.002	-	-	0.082	-	-	0.015
HCM Control Delay (s)	9	7.3	0	-	7.5	0	-	11.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	34	0	24	27	0	23
Future Vol, veh/h	34	0	24	27	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	0	26	29	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	37	0	118	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	81	-
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	-	-	1574	-	878	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	863	1035
Mov Cap-2 Maneuver	-	-	-	-	863	-
Stage 1	-	-	-	-	968	-
Stage 2	-	-	-	-	942	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1035	-	-	1574	-
HCM Lane V/C Ratio	0.024	-	-	0.017	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	1209	1454	26
Future Vol, veh/h	0	21	0	1209	1454	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	1314	1580	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	804	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	326	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	326	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	326	-	-
HCM Lane V/C Ratio	-	0.07	-	-
HCM Control Delay (s)	-	16.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	70	37	0
Future Vol, veh/h	0	0	0	70	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	40	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
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	1523	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	974
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	354	391	160	285	260	351	818	211	282	750	139
Future Volume (veh/h)	122	354	391	160	285	260	351	818	211	282	750	139
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	133	385	425	174	310	283	382	889	229	307	815	151
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	545	603	238	518	638	341	1037	267	337	1220	226
Arrive On Green	0.07	0.29	0.29	0.06	0.28	0.28	0.09	0.37	0.37	0.13	0.41	0.41
Sat Flow, veh/h	1774	1863	1556	1774	1863	1554	1774	2786	717	1774	2980	552
Grp Volume(v), veh/h	133	385	425	174	310	283	382	564	554	307	484	482
Grp Sat Flow(s),veh/h/ln	1774	1863	1556	1774	1863	1554	1774	1770	1733	1774	1770	1763
Q Serve(g_s), s	5.7	19.8	24.8	6.0	15.5	14.2	10.0	31.6	31.7	11.8	23.9	23.9
Cycle Q Clear(g_c), s	5.7	19.8	24.8	6.0	15.5	14.2	10.0	31.6	31.7	11.8	23.9	23.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.41	1.00		0.31
Lane Grp Cap(c), veh/h	301	545	603	238	518	638	341	659	645	337	725	722
V/C Ratio(X)	0.44	0.71	0.71	0.73	0.60	0.44	1.12	0.86	0.86	0.91	0.67	0.67
Avail Cap(c_a), veh/h	358	659	698	238	572	684	341	857	839	403	988	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	33.9	27.9	32.6	33.6	23.0	28.7	31.1	31.1	25.4	25.8	25.8
Incr Delay (d2), s/veh	0.4	3.3	3.2	9.5	1.9	0.7	85.8	5.6	5.8	20.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	16.0	16.6	5.1	12.9	10.2	14.6	23.0	22.7	16.3	17.4	17.3
LnGrp Delay(d),s/veh	26.4	37.2	31.1	42.1	35.5	23.7	114.5	36.7	36.9	45.7	26.2	26.2
LnGrp LOS	C	D	C	D	D	C	F	D	D	D	C	C
Approach Vol, veh/h		943			767			1500			1273	
Approach Delay, s/veh		32.9			32.6			56.6			30.9	
Approach LOS		C			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	44.0	10.0	35.4	14.0	48.0	11.6	33.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	52.0	6.0	38.0	10.0	60.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	13.8	33.7	8.0	26.8	12.0	25.9	7.7	17.5
Green Ext Time (p_c), s	0.2	1.1	0.0	4.3	0.0	1.0	0.0	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	25.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	2	19	35	0	171	45	1212	28	107	1228	30
Future Vol, veh/h	6	2	19	35	0	171	45	1212	28	107	1228	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	2	21	38	0	186	49	1317	30	116	1335	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2341	3029	684	2331	3030	674	1368	0	0	1347	0	0
Stage 1	1584	1584	-	1430	1430	-	-	-	-	-	-	-
Stage 2	757	1445	-	901	1600	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	19	13	391	~ 20	13	397	498	-	-	507	-	-
Stage 1	113	167	-	141	199	-	-	-	-	-	-	-
Stage 2	366	195	-	299	164	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	8	9	391	~ 12	9	397	498	-	-	507	-	-
Mov Cap-2 Maneuver	8	9	-	~ 12	9	-	-	-	-	-	-	-
Stage 1	102	129	-	127	179	-	-	-	-	-	-	-
Stage 2	175	176	-	215	126	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 439.2	291.6	0.5	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	498	-	-	26	12	397	507	-	-
HCM Lane V/C Ratio	0.098	-	-	1.129	3.17	0.468	0.229	-	-
HCM Control Delay (s)	13	-	-	$ 439.2	1609.7	21.8	14.2	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	3.5	5.7	2.4	0.9	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	87	75	94	1048	1385	82
Future Volume (veh/h)	87	75	94	1048	1385	82
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	95	82	102	1139	1505	89
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	119	103	257	2535	2433	143
Arrive On Green	0.13	0.13	0.72	0.72	0.72	0.72
Sat Flow, veh/h	897	774	318	3632	3490	200
Grp Volume(v), veh/h	178	0	102	1139	781	813
Grp Sat Flow(s),veh/h/ln	1681	0	318	1770	1770	1827
Q Serve(g_s), s	7.3	0.0	17.1	9.6	15.9	16.1
Cycle Q Clear(g_c), s	7.3	0.0	33.3	9.6	15.9	16.1
Prop In Lane	0.53	0.46	1.00			0.11
Lane Grp Cap(c), veh/h	224	0	257	2535	1268	1309
V/C Ratio(X)	0.80	0.00	0.40	0.45	0.62	0.62
Avail Cap(c_a), veh/h	592	0	452	4699	2350	2426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	13.6	4.2	5.1	5.1
Incr Delay (d2), s/veh	6.3	0.0	1.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	2.8	8.2	12.3	12.7
LnGrp Delay(d),s/veh	36.2	0.0	14.6	4.3	5.6	5.6
LnGrp LOS	D		B	A	A	A
Approach Vol, veh/h	178			1241	1594	
Approach Delay, s/veh	36.2			5.2	5.6	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		57.6		13.4		57.6		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 94		25.0		* 94		
Max Q Clear Time (g_c+I1), s		35.3		9.3		18.1		
Green Ext Time (p_c), s		15.6		0.4		19.2		

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	16	56	270	6	66	83	1193	254	75	1132	69
Future Volume (veh/h)	58	16	56	270	6	66	83	1193	254	75	1132	69
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1900	1788	1863	1900
Adj Flow Rate, veh/h	63	17	61	293	7	72	90	1297	276	82	1230	75
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	38	135	329	22	227	253	1411	296	194	1637	100
Arrive On Green	0.06	0.11	0.11	0.11	0.16	0.16	0.06	0.48	0.48	0.06	0.48	0.48
Sat Flow, veh/h	1774	355	1274	1703	142	1457	1703	2913	611	1703	3389	206
Grp Volume(v), veh/h	63	0	78	293	0	79	90	781	792	82	642	663
Grp Sat Flow(s),veh/h/ln	1774	0	1629	1703	0	1599	1703	1770	1754	1703	1770	1826
Q Serve(g_s), s	3.2	0.0	4.6	11.0	0.0	4.5	2.6	41.8	43.5	2.4	30.1	30.2
Cycle Q Clear(g_c), s	3.2	0.0	4.6	11.0	0.0	4.5	2.6	41.8	43.5	2.4	30.1	30.2
Prop In Lane	1.00		0.78	1.00		0.91	1.00		0.35	1.00		0.11
Lane Grp Cap(c), veh/h	309	0	172	329	0	249	253	857	850	194	855	882
V/C Ratio(X)	0.20	0.00	0.45	0.89	0.00	0.32	0.36	0.91	0.93	0.42	0.75	0.75
Avail Cap(c_a), veh/h	347	0	408	329	0	448	267	1058	1049	210	1058	1092
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	43.1	39.0	0.0	38.4	16.9	24.4	24.8	22.4	21.5	21.5
Incr Delay (d2), s/veh	0.7	0.0	3.9	23.7	0.0	0.3	0.3	9.1	11.5	0.5	1.7	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	0.0	4.1	9.0	0.0	3.6	2.2	30.1	31.6	2.1	21.4	22.0
LnGrp Delay(d),s/veh	38.0	0.0	47.0	62.8	0.0	38.7	17.2	33.5	36.4	23.0	23.2	23.2
LnGrp LOS	D		D	E		D	B	C	D	C	C	C
Approach Vol, veh/h		141			372			1663			1387	
Approach Delay, s/veh		43.0			57.6			34.0			23.2	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	56.4	15.0	18.1	13.2	56.2	9.8	23.3
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 7.3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	11.4	45.5	13.0	6.6	4.6	32.2	5.2	6.5
Green Ext Time (p_c), s	0.0	4.2	0.0	0.5	0.0	3.4	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	110	122	1690	1439	53
Future Volume (veh/h)	58	110	122	1690	1439	53
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.96	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	63	120	133	1837	1564	58
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	88	167	234	2715	2678	99
Arrive On Green	0.16	0.15	1.00	1.00	0.77	0.76
Sat Flow, veh/h	546	1041	310	3632	3574	129
Grp Volume(v), veh/h	184	0	133	1837	793	829
Grp Sat Flow(s),veh/h/ln	1596	0	310	1770	1770	1840
Q Serve(g_s), s	14.3	0.0	31.3	0.0	24.4	24.6
Cycle Q Clear(g_c), s	14.3	0.0	56.0	0.0	24.4	24.6
Prop In Lane	0.34	0.65	1.00			0.07
Lane Grp Cap(c), veh/h	256	0	234	2715	1361	1415
V/C Ratio(X)	0.72	0.00	0.57	0.68	0.58	0.59
Avail Cap(c_a), veh/h	403	0	234	2715	1361	1415
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.52	0.52	0.54	0.54
Uniform Delay (d), s/veh	52.2	0.0	6.9	0.0	6.3	6.3
Incr Delay (d2), s/veh	3.7	0.0	5.1	0.7	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	5.0	0.5	16.2	16.9
LnGrp Delay(d),s/veh	55.9	0.0	12.0	0.7	7.3	7.3
LnGrp LOS	E		B	A	A	A
Approach Vol, veh/h	184			1970	1622	
Approach Delay, s/veh	55.9			1.5	7.3	
Approach LOS	E			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		104.9		25.1		104.9		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		58.0		16.3		26.6		
Green Ext Time (p_c), s		17.1		0.7		10.9		

Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	389	848	290	440	811	489	370	960	493	375	841	305
Future Volume (veh/h)	389	848	290	440	811	489	370	960	493	375	841	305
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	423	922	315	478	882	532	402	1043	536	408	914	332
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	524	1024	617	561	1062	704	461	1333	612	504	1428	631
Arrive On Green	0.15	0.29	0.27	0.16	0.30	0.29	0.13	0.26	0.25	0.05	0.09	0.09
Sat Flow, veh/h	3442	3539	1576	3442	3539	1577	3442	5085	1564	3304	5085	1566
Grp Volume(v), veh/h	423	922	315	478	882	532	402	1043	536	408	914	332
Grp Sat Flow(s),veh/h/ln	1721	1770	1576	1721	1770	1577	1721	1695	1564	1652	1695	1566
Q Serve(g_s), s	15.4	32.6	19.8	17.5	30.2	36.7	14.9	24.8	32.2	15.9	22.5	22.1
Cycle Q Clear(g_c), s	15.4	32.6	19.8	17.5	30.2	36.7	14.9	24.8	32.2	15.9	22.5	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	524	1024	617	561	1062	704	461	1333	612	504	1428	631
V/C Ratio(X)	0.81	0.90	0.51	0.85	0.83	0.76	0.87	0.78	0.88	0.81	0.64	0.53
Avail Cap(c_a), veh/h	529	1029	619	561	1062	704	461	1333	612	516	1428	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	53.3	44.4	30.2	52.9	42.4	30.2	55.2	44.5	36.8	59.9	52.6	37.2
Incr Delay (d2), s/veh	8.9	10.8	0.7	12.0	5.7	4.7	16.6	4.6	16.0	7.0	1.6	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	24.3	13.6	14.3	22.0	23.6	12.8	17.9	27.9	11.7	15.5	14.4
LnGrp Delay(d),s/veh	62.2	55.2	30.8	64.9	48.1	34.9	71.8	49.2	52.8	66.9	54.3	39.5
LnGrp LOS	E	E	C	E	D	C	E	D	D	E	D	D
Approach Vol, veh/h		1660			1892			1981			1654	
Approach Delay, s/veh		52.3			48.6			54.8			54.4	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	41.8	22.0	41.2	24.0	42.8	24.5	38.7
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	18.5	35.5	15.5	34.5	17.7	36.3	18.5	31.5
Max Q Clear Time (g_c+I1), s	19.5	34.6	16.9	24.5	17.4	38.7	17.9	34.2
Green Ext Time (p_c), s	0.0	0.6	0.0	4.2	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.5
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	5	25	3	148	37	8	5	0	125	8	0	2
Future Vol, veh/h	5	25	3	148	37	8	5	0	125	8	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	27	3	161	40	9	5	0	136	9	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	30	0	0	407	410	29	474	407	45
Stage 1	-	-	-	-	-	-	39	39	-	367	367	-
Stage 2	-	-	-	-	-	-	368	371	-	107	40	-
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	1558	-	-	1583	-	-	555	531	1046	501	533	1025
Stage 1	-	-	-	-	-	-	976	862	-	653	622	-
Stage 2	-	-	-	-	-	-	652	620	-	898	862	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1558	-	-	1583	-	-	508	474	1046	400	475	1025
Mov Cap-2 Maneuver	-	-	-	-	-	-	508	474	-	400	475	-
Stage 1	-	-	-	-	-	-	973	859	-	651	557	-
Stage 2	-	-	-	-	-	-	582	555	-	779	859	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	5.8	9.2	13.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1005	1558	-	-	1583	-	-	456
HCM Lane V/C Ratio	0.141	0.003	-	-	0.102	-	-	0.024
HCM Control Delay (s)	9.2	7.3	0	-	7.5	0	-	13.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	0	7	37	0	7
Future Vol, veh/h	26	0	7	37	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	8	40	0	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	84	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	56	-
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	-	-	1585	-	918	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1585	-	913	1047
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	990	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1047	-	-	1585	-
HCM Lane V/C Ratio	0.007	-	-	0.005	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	1206	1409	30
Future Vol, veh/h	0	31	0	1206	1409	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	1311	1532	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	783	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	337	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	337	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	337	-	-
HCM Lane V/C Ratio	-	0.1	-	-
HCM Control Delay (s)	-	16.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	52	32	0
Future Vol, veh/h	0	0	0	52	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	57	35	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	57	0	-	0	29	29
Stage 1	-	-	-	-	29	-
Stage 2	-	-	-	-	0	-
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	1547	-	-	-	986	1046
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1547	-	-	-	986	1046
Mov Cap-2 Maneuver	-	-	-	-	986	-
Stage 1	-	-	-	-	994	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	986
HCM Lane V/C Ratio	-	-	-	-	0.035
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	433	329	151	372	413	251	1013	130	336	1070	106
Future Volume (veh/h)	222	433	329	151	372	413	251	1013	130	336	1070	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	241	471	358	164	404	449	273	1101	141	365	1163	115
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	569	605	193	492	644	254	1156	148	333	1405	139
Arrive On Green	0.09	0.31	0.31	0.05	0.26	0.26	0.08	0.37	0.37	0.15	0.43	0.43
Sat Flow, veh/h	1774	1863	1557	1774	1863	1553	1774	3156	403	1774	3253	321
Grp Volume(v), veh/h	241	471	358	164	404	449	273	617	625	365	632	646
Grp Sat Flow(s),veh/h/ln	1774	1863	1557	1774	1863	1553	1774	1770	1790	1774	1770	1805
Q Serve(g_s), s	11.0	28.6	22.3	6.0	24.8	29.1	10.0	41.3	41.5	18.0	38.4	38.6
Cycle Q Clear(g_c), s	11.0	28.6	22.3	6.0	24.8	29.1	10.0	41.3	41.5	18.0	38.4	38.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.23	1.00		0.18
Lane Grp Cap(c), veh/h	258	569	605	193	492	644	254	648	655	333	764	779
V/C Ratio(X)	0.93	0.83	0.59	0.85	0.82	0.70	1.07	0.95	0.95	1.10	0.83	0.83
Avail Cap(c_a), veh/h	258	581	616	193	505	655	254	756	764	333	872	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	39.3	29.7	40.9	42.1	29.6	31.1	37.5	37.6	37.8	30.6	30.6
Incr Delay (d2), s/veh	37.7	10.0	1.8	27.5	10.7	3.5	77.2	19.2	19.6	77.8	5.2	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	22.8	14.9	7.3	20.4	19.0	16.4	31.4	32.1	32.9	27.2	27.7
LnGrp Delay(d),s/veh	71.6	49.3	31.5	68.5	52.8	33.1	108.3	56.7	57.2	115.6	35.8	35.8
LnGrp LOS	E	D	C	E	D	C	F	E	E	F	D	D
Approach Vol, veh/h		1070			1017			1515			1643	
Approach Delay, s/veh		48.4			46.6			66.2			53.5	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	48.6	10.0	41.2	14.0	56.6	15.0	36.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	52.0	6.0	38.0	10.0	60.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	20.0	43.5	8.0	30.6	12.0	40.6	13.0	31.1
Green Ext Time (p_c), s	0.0	1.1	0.0	3.4	0.0	1.3	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	127.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	2	34	56	0	159	18	1372	41	109	1521	6
Future Vol, veh/h	8	2	34	56	0	159	18	1372	41	109	1521	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	37	61	0	173	20	1491	45	118	1653	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2679	3469	830	2618	3450	768	1660	0	0	1536	0	0
Stage 1	1893	1893	-	1554	1554	-	-	-	-	-	-	-
Stage 2	786	1576	-	1064	1896	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	11	6	313	~ 12	7	344	384	-	-	429	-	-
Stage 1	72	117	-	118	173	-	-	-	-	-	-	-
Stage 2	351	168	-	238	117	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	4	313	~ 5	5	344	384	-	-	429	-	-
Mov Cap-2 Maneuver	~ 4	4	-	~ 5	5	-	-	-	-	-	-	-
Stage 1	68	85	-	112	164	-	-	-	-	-	-	-
Stage 2	166	159	-	148	85	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 1284	$ 1697.1	0.2	1.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	384	-	-	17	5	344	429	-	-
HCM Lane V/C Ratio	0.051	-	-	2.813	12.174	0.502	0.276	-	-
HCM Control Delay (s)	14.9	-	-	$ 1284	$ 6443.1	25.6	16.6	-	-
HCM Lane LOS	B	-	-	F	F	D	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	6.6	9.4	2.7	1.1	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	85	101	1338	1514	92
Future Volume (veh/h)	89	85	101	1338	1514	92
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	97	92	110	1454	1646	100
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	115	109	217	2687	2574	155
Arrive On Green	0.13	0.13	0.76	0.76	0.76	0.76
Sat Flow, veh/h	856	812	275	3632	3485	205
Grp Volume(v), veh/h	190	0	110	1454	854	892
Grp Sat Flow(s),veh/h/ln	1677	0	275	1770	1770	1827
Q Serve(g_s), s	11.1	0.0	31.5	16.8	22.5	23.1
Cycle Q Clear(g_c), s	11.1	0.0	54.6	16.8	22.5	23.1
Prop In Lane	0.51	0.48	1.00			0.11
Lane Grp Cap(c), veh/h	225	0	217	2687	1343	1387
V/C Ratio(X)	0.84	0.00	0.51	0.54	0.64	0.64
Avail Cap(c_a), veh/h	418	0	267	3329	1664	1718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	18.5	4.9	5.6	5.7
Incr Delay (d2), s/veh	8.4	0.0	1.8	0.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.5	0.0	4.5	12.8	16.3	17.2
LnGrp Delay(d),s/veh	50.8	0.0	20.4	5.1	6.2	6.3
LnGrp LOS	D		C	A	A	A
Approach Vol, veh/h	190			1564	1746	
Approach Delay, s/veh	50.8			6.2	6.2	
Approach LOS	D			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		82.8		17.5		82.8		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 94		25.0		* 94		
Max Q Clear Time (g_c+I1), s		56.6		13.1		25.1		
Green Ext Time (p_c), s		19.5		0.4		23.4		

Intersection Summary	
HCM 2010 Ctrl Delay	8.6
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	5	70	261	2	54	76	1332	232	91	1430	59
Future Volume (veh/h)	81	5	70	261	2	54	76	1332	232	91	1430	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1900	1788	1863	1900
Adj Flow Rate, veh/h	88	5	76	284	2	59	83	1448	252	99	1554	64
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	304	10	148	301	7	215	201	1551	266	184	1785	73
Arrive On Green	0.06	0.10	0.10	0.10	0.14	0.14	0.06	0.51	0.51	0.06	0.52	0.52
Sat Flow, veh/h	1774	98	1491	1703	52	1533	1703	3023	518	1703	3465	142
Grp Volume(v), veh/h	88	0	81	284	0	61	83	838	862	99	791	827
Grp Sat Flow(s),veh/h/ln	1774	0	1589	1703	0	1585	1703	1770	1771	1703	1770	1837
Q Serve(g_s), s	4.8	0.0	5.3	11.0	0.0	3.8	2.4	47.9	50.5	2.9	42.9	43.4
Cycle Q Clear(g_c), s	4.8	0.0	5.3	11.0	0.0	3.8	2.4	47.9	50.5	2.9	42.9	43.4
Prop In Lane	1.00		0.94	1.00		0.97	1.00		0.29	1.00		0.08
Lane Grp Cap(c), veh/h	304	0	158	301	0	223	201	908	909	184	912	947
V/C Ratio(X)	0.29	0.00	0.51	0.94	0.00	0.27	0.41	0.92	0.95	0.54	0.87	0.87
Avail Cap(c_a), veh/h	328	0	373	301	0	416	215	992	993	194	992	1030
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	0.0	46.7	43.0	0.0	42.0	22.2	24.6	25.3	24.5	23.3	23.4
Incr Delay (d2), s/veh	1.1	0.0	5.4	36.3	0.0	0.2	0.5	12.4	16.3	1.2	7.3	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	4.6	10.5	0.0	3.0	2.4	34.8	37.3	2.9	30.5	31.8
LnGrp Delay(d),s/veh	41.8	0.0	52.1	79.2	0.0	42.3	22.7	37.1	41.5	25.7	30.5	30.8
LnGrp LOS	D		D	E		D	C	D	D	C	C	C
Approach Vol, veh/h		169			345			1783			1717	
Approach Delay, s/veh		46.7			72.7			38.6			30.4	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	62.8	15.0	18.2	13.1	63.0	10.5	22.7
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 7.3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	6.8	52.5	13.0	7.3	4.4	45.4	6.8	5.8
Green Ext Time (p_c), s	0.0	3.6	0.0	0.5	0.0	4.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	38.3
HCM 2010 LOS	D

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	82	146	1640	1689	74
Future Volume (veh/h)	58	82	146	1640	1689	74
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	63	89	159	1783	1836	80
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	97	137	179	2764	2707	117
Arrive On Green	0.15	0.14	0.78	0.78	0.78	0.77
Sat Flow, veh/h	662	936	233	3632	3549	150
Grp Volume(v), veh/h	153	0	159	1783	934	982
Grp Sat Flow(s),veh/h/ln	1609	0	233	1770	1770	1836
Q Serve(g_s), s	11.7	0.0	69.0	28.9	31.5	32.5
Cycle Q Clear(g_c), s	11.7	0.0	101.5	28.9	31.5	32.5
Prop In Lane	0.41	0.58	1.00			0.08
Lane Grp Cap(c), veh/h	236	0	179	2764	1386	1438
V/C Ratio(X)	0.65	0.00	0.89	0.65	0.67	0.68
Avail Cap(c_a), veh/h	406	0	179	2764	1386	1438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.49	0.49	0.34	0.34
Uniform Delay (d), s/veh	52.7	0.0	38.2	6.3	6.5	6.6
Incr Delay (d2), s/veh	3.0	0.0	26.0	0.6	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.2	0.0	10.0	18.4	19.1	20.3
LnGrp Delay(d),s/veh	55.6	0.0	64.1	6.9	7.4	7.5
LnGrp LOS	E		E	A	A	A
Approach Vol, veh/h	153			1942	1916	
Approach Delay, s/veh	55.6			11.6	7.4	
Approach LOS	E			B	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		106.7		23.3		106.7		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		103.5		13.7		34.5		
Green Ext Time (p_c), s		0.0		0.6		15.6		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	498	1046	294	467	795	349	250	977	411	326	1182	279
Future Volume (veh/h)	498	1046	294	467	795	349	250	977	411	326	1182	279
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	541	1137	320	508	864	379	272	1062	447	354	1285	303
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	602	1144	594	528	1068	659	304	1301	582	407	1479	679
Arrive On Green	0.18	0.32	0.30	0.15	0.30	0.29	0.09	0.26	0.24	0.12	0.29	0.28
Sat Flow, veh/h	3442	3539	1577	3442	3539	1577	3442	5085	1564	3304	5085	1566
Grp Volume(v), veh/h	541	1137	320	508	864	379	272	1062	447	354	1285	303
Grp Sat Flow(s),veh/h/ln	1721	1770	1577	1721	1770	1577	1721	1695	1564	1652	1695	1566
Q Serve(g_s), s	18.5	38.4	19.0	17.6	27.1	22.1	9.4	23.6	28.8	12.6	28.8	16.4
Cycle Q Clear(g_c), s	18.5	38.4	19.0	17.6	27.1	22.1	9.4	23.6	28.8	12.6	28.8	16.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	602	1144	594	528	1068	659	304	1301	582	407	1479	679
V/C Ratio(X)	0.90	0.99	0.54	0.96	0.81	0.57	0.89	0.82	0.77	0.87	0.87	0.45
Avail Cap(c_a), veh/h	602	1144	594	528	1068	659	304	1301	582	407	1479	679
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61
Uniform Delay (d), s/veh	48.5	40.5	29.2	50.5	38.7	26.8	54.1	42.0	33.3	51.6	40.4	24.0
Incr Delay (d2), s/veh	16.3	25.0	1.0	29.8	4.8	1.2	26.8	5.7	9.4	11.7	4.5	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.4	30.6	13.2	15.9	20.0	14.9	9.5	17.3	20.7	9.6	18.8	10.8
LnGrp Delay(d),s/veh	64.8	65.5	30.2	80.3	43.5	28.0	81.0	47.7	42.6	63.4	44.9	25.3
LnGrp LOS	E	E	C	F	D	C	F	D	D	E	D	C
Approach Vol, veh/h		1998			1751			1781			1942	
Approach Delay, s/veh		59.6			50.8			51.5			45.2	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	43.0	15.2	39.6	25.2	40.0	19.5	35.3
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.7	36.5	8.7	33.1	18.7	33.5	13.0	28.8
Max Q Clear Time (g_c+I1), s	19.6	40.4	11.4	30.8	20.5	29.1	14.6	30.8
Green Ext Time (p_c), s	0.0	0.0	0.0	1.6	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	30	3	118	74	0	3	0	129	18	0	0
Future Vol, veh/h	0	30	3	118	74	0	3	0	129	18	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	3	128	80	0	3	0	140	20	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	80	0	0	36	0	0	371	371	35	441	372	80
Stage 1	-	-	-	-	-	-	35	35	-	336	336	-
Stage 2	-	-	-	-	-	-	336	336	-	105	36	-
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	1518	-	-	1575	-	-	586	559	1038	527	558	980
Stage 1	-	-	-	-	-	-	981	866	-	678	642	-
Stage 2	-	-	-	-	-	-	678	642	-	901	865	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1518	-	-	1575	-	-	548	511	1038	426	511	980
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	511	-	426	511	-
Stage 1	-	-	-	-	-	-	981	866	-	678	587	-
Stage 2	-	-	-	-	-	-	620	587	-	779	865	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	4.6	9.1	13.9
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1017	1518	-	-	1575	-	-	426
HCM Lane V/C Ratio	0.141	-	-	-	0.081	-	-	0.046
HCM Control Delay (s)	9.1	0	-	-	7.5	0	-	13.9
HCM Lane LOS	A	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	0	15	62	0	14
Future Vol, veh/h	19	0	15	62	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	0	16	67	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	21	0	120	21
Stage 1	-	-	-	-	21	-
Stage 2	-	-	-	-	99	-
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	-	-	1595	-	876	1056
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1595	-	867	1056
Mov Cap-2 Maneuver	-	-	-	-	867	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	925	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1056	-	-	1595	-
HCM Lane V/C Ratio	0.014	-	-	0.01	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	1349	1551	26
Future Vol, veh/h	0	31	0	1349	1551	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	1466	1686	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	857	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	301	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	301	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	301	-	-
HCM Lane V/C Ratio	-	0.112	-	-
HCM Control Delay (s)	-	18.5	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	48	39	0
Future Vol, veh/h	0	0	0	48	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	52	42	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	26	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	0	-
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	1554	-	-	-	989	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1554	-	-	-	989	1050
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	989
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	200	188	119	170	208	195	723	148	221	650	75
Future Volume (veh/h)	72	200	188	119	170	208	195	723	148	221	650	75
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	78	217	204	129	185	226	212	786	161	240	707	82
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	422	488	313	438	518	430	1277	262	386	1427	165
Arrive On Green	0.06	0.23	0.23	0.07	0.24	0.24	0.09	0.44	0.44	0.10	0.45	0.45
Sat Flow, veh/h	1774	1863	1548	1774	1863	1549	1774	2925	599	1774	3195	370
Grp Volume(v), veh/h	78	217	204	129	185	226	212	476	471	240	391	398
Grp Sat Flow(s),veh/h/ln	1774	1863	1548	1774	1863	1549	1774	1770	1755	1774	1770	1796
Q Serve(g_s), s	3.0	9.3	9.6	5.1	7.7	10.5	5.9	19.0	19.0	6.7	14.4	14.4
Cycle Q Clear(g_c), s	3.0	9.3	9.6	5.1	7.7	10.5	5.9	19.0	19.0	6.7	14.4	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.21
Lane Grp Cap(c), veh/h	324	422	488	313	438	518	430	772	766	386	791	802
V/C Ratio(X)	0.24	0.51	0.42	0.41	0.42	0.44	0.49	0.62	0.62	0.62	0.49	0.50
Avail Cap(c_a), veh/h	437	772	779	313	671	712	470	1004	996	562	1159	1176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	31.0	24.9	25.3	29.7	23.9	13.3	19.9	19.9	14.8	18.0	18.0
Incr Delay (d2), s/veh	0.1	1.4	0.8	0.3	0.9	0.8	0.3	0.3	0.3	0.6	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	8.6	7.5	4.5	7.3	8.1	5.2	14.3	14.2	5.9	11.3	11.5
LnGrp Delay(d),s/veh	25.1	32.4	25.7	25.7	30.7	24.7	13.6	20.2	20.2	15.5	18.2	18.2
LnGrp LOS	C	C	C	C	C	C	B	C	C	B	B	B
Approach Vol, veh/h		499			540			1159			1029	
Approach Delay, s/veh		28.5			27.0			19.0			17.6	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	44.0	10.0	24.7	12.0	44.9	9.2	25.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	52.0	6.0	38.0	10.0	60.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	8.7	21.0	7.1	11.6	7.9	16.4	5.0	12.5
Green Ext Time (p_c), s	0.2	0.9	0.0	2.9	0.1	0.7	0.0	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	21.3
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	38.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	0	22	104	2	238	18	820	62	110	845	16
Future Vol, veh/h	8	0	22	104	2	238	18	820	62	110	845	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	0	24	113	2	259	20	891	67	120	918	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1654	2165	468	1664	2140	479	935	0	0	958	0	0
Stage 1	1167	1167	-	965	965	-	-	-	-	-	-	-
Stage 2	487	998	-	699	1175	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	65	47	542	~ 63	48	533	728	-	-	714	-	-
Stage 1	206	266	-	274	331	-	-	-	-	-	-	-
Stage 2	531	320	-	397	264	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	38	542	~ 51	39	533	728	-	-	714	-	-
Mov Cap-2 Maneuver	27	38	-	~ 51	39	-	-	-	-	-	-	-
Stage 1	200	221	-	267	322	-	-	-	-	-	-	-
Stage 2	264	311	-	316	220	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.2	243.2	0.2	1.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	728	-	-	89	51	533	714	-	-
HCM Lane V/C Ratio	0.027	-	-	0.366	2.259	0.485	0.167	-	-
HCM Control Delay (s)	10.1	-	-	67.2	$ 748.8	18	11.1	-	-
HCM Lane LOS	B	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	11.7	2.6	0.6	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	65	102	870	844	69
Future Volume (veh/h)	75	65	102	870	844	69
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	82	71	111	946	917	75
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	110	95	440	2139	2003	164
Arrive On Green	0.12	0.12	0.60	0.60	0.60	0.60
Sat Flow, veh/h	895	775	565	3632	3407	271
Grp Volume(v), veh/h	154	0	111	946	490	502
Grp Sat Flow(s),veh/h/ln	1681	0	565	1770	1770	1815
Q Serve(g_s), s	3.5	0.0	5.2	5.7	5.9	5.9
Cycle Q Clear(g_c), s	3.5	0.0	11.2	5.7	5.9	5.9
Prop In Lane	0.53	0.46	1.00			0.15
Lane Grp Cap(c), veh/h	206	0	440	2139	1070	1097
V/C Ratio(X)	0.75	0.00	0.25	0.44	0.46	0.46
Avail Cap(c_a), veh/h	1372	0	1356	7879	3939	4040
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	7.3	4.2	4.2	4.2
Incr Delay (d2), s/veh	5.3	0.0	0.3	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.4	0.0	1.5	4.8	5.3	5.4
LnGrp Delay(d),s/veh	21.9	0.0	7.6	4.3	4.6	4.5
LnGrp LOS	C		A	A	A	A
Approach Vol, veh/h	154			1057	992	
Approach Delay, s/veh	21.9			4.7	4.5	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		30.4		8.8		30.4		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 87		32.0		* 87		
Max Q Clear Time (g_c+I1), s		13.2		5.5		7.9		
Green Ext Time (p_c), s		10.5		0.5		7.9		

Intersection Summary	
HCM 2010 Ctrl Delay	5.8
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	8	65	384	8	88	78	741	323	104	756	80
Future Volume (veh/h)	62	8	65	384	8	88	78	741	323	104	756	80
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1900	1788	1863	1900
Adj Flow Rate, veh/h	67	9	71	417	9	96	85	805	351	113	822	87
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	21	164	365	24	251	332	1032	449	264	1402	148
Arrive On Green	0.06	0.12	0.12	0.12	0.17	0.17	0.07	0.43	0.43	0.07	0.43	0.43
Sat Flow, veh/h	1774	180	1423	1703	137	1462	1703	2402	1045	1703	3230	342
Grp Volume(v), veh/h	67	0	80	417	0	105	85	592	564	113	450	459
Grp Sat Flow(s),veh/h/ln	1774	0	1603	1703	0	1599	1703	1770	1678	1703	1770	1802
Q Serve(g_s), s	3.0	0.0	4.3	11.0	0.0	5.4	2.5	26.7	26.9	3.3	18.0	18.0
Cycle Q Clear(g_c), s	3.0	0.0	4.3	11.0	0.0	5.4	2.5	26.7	26.9	3.3	18.0	18.0
Prop In Lane	1.00		0.89	1.00		0.91	1.00		0.62	1.00		0.19
Lane Grp Cap(c), veh/h	332	0	185	365	0	275	332	760	721	264	768	782
V/C Ratio(X)	0.20	0.00	0.43	1.14	0.00	0.38	0.26	0.78	0.78	0.43	0.59	0.59
Avail Cap(c_a), veh/h	375	0	443	365	0	493	352	1165	1105	277	1165	1187
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.7	0.0	38.3	35.7	0.0	34.2	14.4	22.8	22.8	17.5	20.0	20.0
Incr Delay (d2), s/veh	0.6	0.0	3.4	91.2	0.0	0.3	0.1	0.8	0.9	0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.8	0.0	3.8	31.1	0.0	4.3	2.1	19.1	18.4	2.8	13.7	13.9
LnGrp Delay(d),s/veh	33.4	0.0	41.7	126.9	0.0	34.5	14.5	23.5	23.7	17.9	20.3	20.3
LnGrp LOS	C		D	F		C	B	C	C	B	C	C
Approach Vol, veh/h		147			522			1241			1022	
Approach Delay, s/veh		37.9			108.3			23.0			20.0	
Approach LOS		D			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	46.7	15.0	18.1	12.9	47.1	9.8	23.3
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 7.3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	5.3	28.9	13.0	6.3	4.5	20.0	5.0	7.4
Green Ext Time (p_c), s	0.0	3.0	0.0	0.5	0.0	2.1	0.1	0.2

Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	90	85	1506	1086	38
Future Volume (veh/h)	67	90	85	1506	1086	38
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.95	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	73	98	92	1637	1180	41
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	106	142	355	2736	2706	94
Arrive On Green	0.15	0.14	1.00	1.00	0.78	0.77
Sat Flow, veh/h	685	920	455	3632	3583	121
Grp Volume(v), veh/h	172	0	92	1637	598	623
Grp Sat Flow(s),veh/h/ln	1614	0	455	1770	1770	1841
Q Serve(g_s), s	13.1	0.0	5.3	0.0	14.9	15.0
Cycle Q Clear(g_c), s	13.1	0.0	20.3	0.0	14.9	15.0
Prop In Lane	0.42	0.57	1.00			0.07
Lane Grp Cap(c), veh/h	250	0	355	2736	1372	1428
V/C Ratio(X)	0.69	0.00	0.26	0.60	0.44	0.44
Avail Cap(c_a), veh/h	407	0	355	2736	1372	1428
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.74	0.74	0.49	0.49
Uniform Delay (d), s/veh	52.3	0.0	1.5	0.0	5.0	5.0
Incr Delay (d2), s/veh	3.4	0.0	1.3	0.7	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	1.4	0.5	10.4	10.8
LnGrp Delay(d),s/veh	55.7	0.0	2.8	0.7	5.5	5.5
LnGrp LOS	E		A	A	A	A
Approach Vol, veh/h	172			1729	1221	
Approach Delay, s/veh	55.7			0.8	5.5	
Approach LOS	E			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		105.7		24.3		105.7		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		22.3		15.1		17.0		
Green Ext Time (p_c), s		16.2		0.6		6.4		

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	667	190	334	571	405	259	865	426	341	655	210
Future Volume (veh/h)	338	667	190	334	571	405	259	865	426	341	655	210
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	367	725	207	363	621	440	282	940	463	371	712	228
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	484	877	470	483	877	602	283	1718	696	466	2016	795
Arrive On Green	0.14	0.25	0.23	0.14	0.25	0.24	0.08	0.34	0.32	0.05	0.13	0.13
Sat Flow, veh/h	3442	3539	1575	3442	3539	1575	3442	5085	1569	3304	5085	1571
Grp Volume(v), veh/h	367	725	207	363	621	440	282	940	463	371	712	228
Grp Sat Flow(s),veh/h/ln	1721	1770	1575	1721	1770	1575	1721	1695	1569	1652	1695	1571
Q Serve(g_s), s	13.3	25.2	13.8	13.2	20.8	31.1	10.6	19.5	30.3	14.5	16.6	13.9
Cycle Q Clear(g_c), s	13.3	25.2	13.8	13.2	20.8	31.1	10.6	19.5	30.3	14.5	16.6	13.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	484	877	470	483	877	602	283	1718	696	466	2016	795
V/C Ratio(X)	0.76	0.83	0.44	0.75	0.71	0.73	1.00	0.55	0.66	0.80	0.35	0.29
Avail Cap(c_a), veh/h	577	920	489	535	877	602	283	1718	696	473	2016	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	53.7	46.3	36.9	53.7	44.6	34.5	59.6	35.0	28.6	60.1	41.3	27.4
Incr Delay (d2), s/veh	4.8	6.1	0.7	5.3	2.7	4.5	52.2	1.3	5.0	8.1	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.9	18.9	10.1	10.8	15.8	20.4	11.5	14.4	20.1	11.3	12.2	10.1
LnGrp Delay(d),s/veh	58.6	52.3	37.6	59.0	47.3	39.0	111.8	36.2	33.6	68.3	41.7	28.2
LnGrp LOS	E	D	D	E	D	D	F	D	C	E	D	C
Approach Vol, veh/h		1299			1424			1685			1311	
Approach Delay, s/veh		51.7			47.7			48.2			46.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.1	36.4	15.3	56.2	22.5	36.0	23.0	48.5
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	17.5	31.5	8.8	46.2	19.5	29.5	16.8	38.2
Max Q Clear Time (g_c+I1), s	15.3	27.2	12.6	18.6	15.3	33.1	16.5	32.3
Green Ext Time (p_c), s	0.4	1.7	0.0	4.5	0.6	0.0	0.1	3.2

Intersection Summary	
HCM 2010 Ctrl Delay	48.6
HCM 2010 LOS	D

Notes

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	2	13	2	144	27	0	2	0	126	0	0	0
Future Vol, veh/h	2	13	2	144	27	0	2	0	126	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	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	2	14	2	157	29	0	2	0	137	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	29	0	0	16	0	0	362	362	15	431	363	29
Stage 1	-	-	-	-	-	-	19	19	-	343	343	-
Stage 2	-	-	-	-	-	-	343	343	-	88	20	-
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	1584	-	-	1602	-	-	594	565	1065	535	565	1046
Stage 1	-	-	-	-	-	-	1000	880	-	672	637	-
Stage 2	-	-	-	-	-	-	672	637	-	920	879	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1584	-	-	1602	-	-	548	508	1065	430	508	1046
Mov Cap-2 Maneuver	-	-	-	-	-	-	548	508	-	430	508	-
Stage 1	-	-	-	-	-	-	999	879	-	671	573	-
Stage 2	-	-	-	-	-	-	605	573	-	801	878	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	6.3	9	0
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1050	1584	-	-	1602	-	-	-
HCM Lane V/C Ratio	0.133	0.001	-	-	0.098	-	-	-
HCM Control Delay (s)	9	7.3	0	-	7.5	0	-	0
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	0	0	29	0	0
Future Vol, veh/h	18	0	0	29	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	32	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	20	0	52	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	32	-
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	-	-	1596	-	957	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1596	-	957	1058
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	991	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1596	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	0	755	863	30
Future Vol, veh/h	0	29	0	755	863	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	32	0	821	938	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	486	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	527	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	527	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	527	-	-
HCM Lane V/C Ratio	-	0.06	-	-
HCM Control Delay (s)	-	12.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	60	33	0
Future Vol, veh/h	0	0	0	60	33	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	65	36	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	65	0	-	0	33	33
Stage 1	-	-	-	-	33	-
Stage 2	-	-	-	-	0	-
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	1537	-	-	-	980	1041
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1537	-	-	-	980	1041
Mov Cap-2 Maneuver	-	-	-	-	980	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1537	-	-	-	980
HCM Lane V/C Ratio	-	-	-	-	0.037
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	558	393	201	430	207	420	1001	268	813	1706	312
Future Volume (veh/h)	160	558	393	201	430	207	420	1001	268	813	1706	312
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	174	607	427	218	467	225	457	1088	291	884	1854	339
Adj No. of Lanes	2	2	1	2	2	2	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	227	877	616	240	891	1379	504	1577	600	854	2095	755
Arrive On Green	0.07	0.25	0.25	0.07	0.25	0.25	0.15	0.31	0.31	0.25	0.41	0.41
Sat Flow, veh/h	3442	3539	1551	3442	3539	2730	3442	5085	1579	3442	5085	1580
Grp Volume(v), veh/h	174	607	427	218	467	225	457	1088	291	884	1854	339
Grp Sat Flow(s),veh/h/ln	1721	1770	1551	1721	1770	1365	1721	1695	1579	1721	1695	1580
Q Serve(g_s), s	6.4	20.1	29.7	8.1	14.7	5.8	16.9	24.2	18.1	32.0	43.5	18.4
Cycle Q Clear(g_c), s	6.4	20.1	29.7	8.1	14.7	5.8	16.9	24.2	18.1	32.0	43.5	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	227	877	616	240	891	1379	504	1577	600	854	2095	755
V/C Ratio(X)	0.77	0.69	0.69	0.91	0.52	0.16	0.91	0.69	0.48	1.04	0.88	0.45
Avail Cap(c_a), veh/h	320	878	617	240	891	1379	507	1617	612	854	2130	766
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	44.0	32.7	59.6	41.6	17.6	54.2	39.0	30.4	48.5	35.1	22.4
Incr Delay (d2), s/veh	4.0	2.6	3.7	33.7	0.8	0.1	19.5	1.0	0.2	40.2	4.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	15.3	19.3	8.7	11.7	3.9	14.4	17.0	12.5	35.9	28.7	12.7
LnGrp Delay(d),s/veh	63.3	46.6	36.4	93.3	42.4	17.7	73.7	40.0	30.6	88.7	39.7	22.5
LnGrp LOS	E	D	D	F	D	B	E	D	C	F	D	C
Approach Vol, veh/h		1208			910			1836			3077	
Approach Delay, s/veh		45.4			48.4			46.9			51.9	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.0	44.0	13.0	36.0	22.9	57.1	12.5	36.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	32.0	41.0	9.0	32.0	19.0	54.0	12.0	29.0
Max Q Clear Time (g_c+I1), s	34.0	26.2	10.1	31.7	18.9	45.5	8.4	16.7
Green Ext Time (p_c), s	0.0	1.5	0.0	0.2	0.0	2.5	0.1	4.2

Intersection Summary	
HCM 2010 Ctrl Delay	49.0
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	2	19	0	19	17	130	1659	36	43	2367	125
Future Vol, veh/h	8	2	19	0	19	17	130	1659	36	43	2367	125
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	2	21	0	21	18	141	1803	39	47	2573	136

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3929	4859	1355	3487	4908	921	2709	0	0	1842	0	0
Stage 1	2735	2735	-	2105	2105	-	-	-	-	-	-	-
Stage 2	1194	2124	-	1382	2803	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	~ 1	139	2	~ 1	273	148	-	-	326	-	-
Stage 1	20	43	-	53	91	-	-	-	-	-	-	-
Stage 2	198	89	-	151	39	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	0	0	139	0	0	273	148	-	-	326	-	-
Mov Cap-2 Maneuver	0	0	-	0	0	-	-	-	-	-	-	-
Stage 1	~ 1	37	-	2	~ 4	-	-	-	-	-	-	-
Stage 2	-	4	-	104	33	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.3		8.7	0.3
HCM LOS	E	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	148	-	-	139	-	273	326	-	-
HCM Lane V/C Ratio	0.955	-	-	0.227	-	0.068	0.143	-	-
HCM Control Delay (s)	121.9	-	-	38.3	-	19.1	17.9	-	-
HCM Lane LOS	F	-	-	E	-	C	C	-	-
HCM 95th %tile Q(veh)	6.9	-	-	0.8	-	0.2	0.5	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	65	83	94	1777	2285	73
Future Volume (veh/h)	65	83	94	1777	2285	73
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	71	90	102	1932	2484	79
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	84	107	96	2802	2772	88
Arrive On Green	0.12	0.12	0.79	0.79	0.79	0.79
Sat Flow, veh/h	729	924	123	3632	3595	111
Grp Volume(v), veh/h	162	0	102	1932	1249	1314
Grp Sat Flow(s),veh/h/ln	1663	0	123	1770	1770	1843
Q Serve(g_s), s	11.0	0.0	31.6	28.9	57.6	59.7
Cycle Q Clear(g_c), s	11.0	0.0	91.3	28.9	57.6	59.7
Prop In Lane	0.44	0.56	1.00			0.06
Lane Grp Cap(c), veh/h	192	0	96	2802	1401	1459
V/C Ratio(X)	0.84	0.00	1.06	0.69	0.89	0.90
Avail Cap(c_a), veh/h	404	0	96	2802	1401	1459
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.0	0.0	52.1	5.5	8.5	8.7
Incr Delay (d2), s/veh	9.6	0.0	109.6	0.7	7.6	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.7	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.4	0.0	10.7	20.1	39.4	42.2
LnGrp Delay(d),s/veh	59.5	0.0	162.4	6.2	16.1	16.7
LnGrp LOS	E		F	A	B	B
Approach Vol, veh/h	162			2034	2563	
Approach Delay, s/veh	59.5			14.1	16.4	
Approach LOS	E			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		98.0		17.3		98.0		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 91		28.0		* 91		
Max Q Clear Time (g_c+I1), s		93.3		13.0		61.7		
Green Ext Time (p_c), s		0.0		0.4		26.4		

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	16	91	538	72	187	117	1258	707	245	1489	182
Future Volume (veh/h)	89	16	91	538	72	187	117	1258	707	245	1489	182
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	97	17	99	585	78	203	127	1367	768	266	1618	198
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	37	213	651	87	226	221	1670	898	196	2419	848
Arrive On Green	0.06	0.15	0.15	0.10	0.19	0.19	0.06	0.47	0.47	0.06	0.48	0.48
Sat Flow, veh/h	1774	236	1377	3304	458	1191	1703	3539	1582	1703	5085	1582
Grp Volume(v), veh/h	97	0	116	585	0	281	127	1367	768	266	1618	198
Grp Sat Flow(s),veh/h/ln	1774	0	1613	1652	0	1648	1703	1770	1582	1703	1695	1582
Q Serve(g_s), s	5.2	0.0	7.5	11.0	0.0	19.2	4.3	38.2	46.9	7.3	28.2	7.6
Cycle Q Clear(g_c), s	5.2	0.0	7.5	11.0	0.0	19.2	4.3	38.2	46.9	7.3	28.2	7.6
Prop In Lane	1.00		0.85	1.00		0.72	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	249	651	0	313	221	1670	898	196	2419	848
V/C Ratio(X)	0.50	0.00	0.47	0.90	0.00	0.90	0.57	0.82	0.86	1.36	0.67	0.23
Avail Cap(c_a), veh/h	211	0	360	651	0	411	227	1885	994	196	2709	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.6	0.0	44.3	42.1	0.0	45.5	20.5	26.1	20.9	27.3	23.2	14.2
Incr Delay (d2), s/veh	4.2	0.0	2.9	15.0	0.0	15.8	2.0	2.3	6.3	190.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.0	6.4	9.5	0.0	15.3	3.8	26.3	29.4	29.8	19.2	6.0
LnGrp Delay(d),s/veh	42.8	0.0	47.2	57.1	0.0	61.4	22.5	28.5	27.2	218.2	23.6	14.2
LnGrp LOS	D		D	E		E	C	C	C	F	C	B
Approach Vol, veh/h		213			866			2262			2082	
Approach Delay, s/veh		45.2			58.5			27.7			47.6	
Approach LOS		D			E			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	61.0	15.0	25.1	13.6	61.4	10.9	29.1
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 7.3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	9.3	48.9	13.0	9.5	6.3	30.2	7.2	21.2
Green Ext Time (p_c), s	0.0	5.4	0.0	0.7	0.0	6.3	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	40.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	142	195	2485	1787	134
Future Volume (veh/h)	130	142	195	2485	1787	134
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.97	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	141	154	212	2701	1942	146
Adj No. of Lanes	0	0	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	161	176	160	2554	3494	262
Arrive On Green	0.21	0.20	0.72	0.72	0.72	0.72
Sat Flow, veh/h	780	852	197	3632	4995	361
Grp Volume(v), veh/h	296	0	212	2701	1361	727
Grp Sat Flow(s),veh/h/ln	1638	0	197	1770	1695	1798
Q Serve(g_s), s	22.8	0.0	69.3	93.8	24.1	24.5
Cycle Q Clear(g_c), s	22.8	0.0	93.8	93.8	24.1	24.5
Prop In Lane	0.48	0.52	1.00			0.20
Lane Grp Cap(c), veh/h	338	0	160	2554	2454	1302
V/C Ratio(X)	0.88	0.00	1.32	1.06	0.55	0.56
Avail Cap(c_a), veh/h	413	0	160	2554	2454	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.30	0.30	0.56	0.56
Uniform Delay (d), s/veh	50.3	0.0	42.3	18.1	8.3	8.4
Incr Delay (d2), s/veh	16.2	0.0	157.9	29.4	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	0.0	23.0	99.6	15.5	16.6
LnGrp Delay(d),s/veh	66.5	0.0	200.2	47.5	8.8	9.4
LnGrp LOS	E		F	F	A	A
Approach Vol, veh/h	296			2913	2088	
Approach Delay, s/veh	66.5			58.6	9.0	
Approach LOS	E			E	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		99.0		31.0		99.0		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		95.8		24.8		26.5		
Green Ext Time (p_c), s		0.0		0.7		17.2		

Intersection Summary	
HCM 2010 Ctrl Delay	39.5
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	544	883	352	429	656	814	352	1288	474	445	1034	412
Future Volume (veh/h)	544	883	352	429	656	814	352	1288	474	445	1034	412
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	591	960	383	466	713	885	383	1400	515	484	1124	448
Adj No. of Lanes	2	3	1	2	3	2	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	688	1411	602	490	1119	1021	479	1428	605	512	1509	728
Arrive On Green	0.20	0.28	0.26	0.14	0.22	0.21	0.14	0.28	0.26	0.15	0.30	0.28
Sat Flow, veh/h	3442	5085	1576	3442	5085	2771	3442	5085	1565	3304	5085	1566
Grp Volume(v), veh/h	591	960	383	466	713	885	383	1400	515	484	1124	448
Grp Sat Flow(s),veh/h/ln	1721	1695	1576	1721	1695	1385	1721	1695	1565	1652	1695	1566
Q Serve(g_s), s	19.9	20.2	23.8	16.1	15.3	25.5	12.9	32.8	31.8	17.4	23.9	25.8
Cycle Q Clear(g_c), s	19.9	20.2	23.8	16.1	15.3	25.5	12.9	32.8	31.8	17.4	23.9	25.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	688	1411	602	490	1119	1021	479	1428	605	512	1509	728
V/C Ratio(X)	0.86	0.68	0.64	0.95	0.64	0.87	0.80	0.98	0.85	0.95	0.75	0.62
Avail Cap(c_a), veh/h	688	1411	602	490	1119	1021	479	1428	605	512	1509	728
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.75	0.75	0.75
Uniform Delay (d), s/veh	46.4	38.6	30.3	51.0	42.5	35.3	50.0	42.8	33.8	50.2	38.1	24.3
Incr Delay (d2), s/veh	10.6	1.3	2.2	28.4	1.2	8.0	9.3	19.6	14.1	21.9	2.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.8	14.7	16.1	14.6	11.7	21.1	11.1	24.8	24.9	13.9	16.4	16.6
LnGrp Delay(d),s/veh	57.0	40.0	32.5	79.5	43.7	43.3	59.4	62.4	47.9	72.1	40.6	27.2
LnGrp LOS	E	D	C	E	D	D	E	E	D	E	D	C
Approach Vol, veh/h		1934			2064			2298			2056	
Approach Delay, s/veh		43.7			51.6			58.6			45.1	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	37.5	21.3	40.3	28.2	30.2	23.3	38.3
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	14.4	31.0	14.8	33.8	21.7	23.7	16.8	31.8
Max Q Clear Time (g_c+I1), s	18.1	25.8	14.9	27.8	21.9	27.5	19.4	34.8
Green Ext Time (p_c), s	0.0	2.8	0.0	3.6	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.1
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	69	2	116	61	6	0	0	90	8	0	6
Future Vol, veh/h	6	69	2	116	61	6	0	0	90	8	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	75	2	126	66	7	0	0	98	9	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	73	0	0	77	0	0	415	415	76	461	413	70
Stage 1	-	-	-	-	-	-	90	90	-	322	322	-
Stage 2	-	-	-	-	-	-	325	325	-	139	91	-
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	1527	-	-	1522	-	-	548	528	985	511	529	993
Stage 1	-	-	-	-	-	-	917	820	-	690	651	-
Stage 2	-	-	-	-	-	-	687	649	-	864	820	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1527	-	-	1522	-	-	507	480	985	428	481	993
Mov Cap-2 Maneuver	-	-	-	-	-	-	507	480	-	428	481	-
Stage 1	-	-	-	-	-	-	912	816	-	687	595	-
Stage 2	-	-	-	-	-	-	624	593	-	774	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	4.8	9.1	11.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	985	1527	-	-	1522	-	-	566
HCM Lane V/C Ratio	0.099	0.004	-	-	0.083	-	-	0.027
HCM Control Delay (s)	9.1	7.4	0	-	7.6	0	-	11.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	54	0	24	45	0	23
Future Vol, veh/h	54	0	24	45	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	0	26	49	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	59	0	160	59
Stage 1	-	-	-	-	59	-
Stage 2	-	-	-	-	101	-
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	-	-	1545	-	831	1007
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1545	-	817	1007
Mov Cap-2 Maneuver	-	-	-	-	817	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1007	-	-	1545	-
HCM Lane V/C Ratio	0.025	-	-	0.017	-
HCM Control Delay (s)	8.7	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	21	0	1273	2315	26
Future Vol, veh/h	0	21	0	1273	2315	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	23	0	1384	2516	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1272	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	159	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	159	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	159	-	-
HCM Lane V/C Ratio	-	0.144	-	-
HCM Control Delay (s)	-	31.4	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	0.5	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	70	37	0
Future Vol, veh/h	0	0	0	70	37	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	76	40	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	38	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	0	-
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	1523	-	-	-	974	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	974	1034
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1523	-	-	-	974
HCM Lane V/C Ratio	-	-	-	-	0.041
HCM Control Delay (s)	0	-	-	-	8.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	700	522	234	601	668	389	1619	198	543	1707	170
Future Volume (veh/h)	245	700	522	234	601	668	389	1619	198	543	1707	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	266	761	567	254	653	726	423	1760	215	590	1855	185
Adj No. of Lanes	2	2	1	2	2	2	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	893	612	271	865	1191	480	1804	685	647	2050	774
Arrive On Green	0.09	0.25	0.25	0.08	0.24	0.24	0.14	0.35	0.35	0.19	0.40	0.40
Sat Flow, veh/h	3442	3539	1551	3442	3539	2729	3442	5085	1579	3442	5085	1580
Grp Volume(v), veh/h	266	761	567	254	653	726	423	1760	215	590	1855	185
Grp Sat Flow(s),veh/h/ln	1721	1770	1551	1721	1770	1364	1721	1695	1579	1721	1695	1580
Q Serve(g_s), s	9.7	26.0	32.0	9.3	21.7	26.1	15.3	43.3	11.3	21.3	43.5	8.6
Cycle Q Clear(g_c), s	9.7	26.0	32.0	9.3	21.7	26.1	15.3	43.3	11.3	21.3	43.5	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	893	612	271	865	1191	480	1804	685	647	2050	774
V/C Ratio(X)	0.89	0.85	0.93	0.94	0.75	0.61	0.88	0.98	0.31	0.91	0.90	0.24
Avail Cap(c_a), veh/h	298	893	612	271	865	1191	597	1804	685	733	2050	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.3	45.2	36.9	58.1	44.4	27.8	53.5	40.4	23.6	50.5	35.6	18.7
Incr Delay (d2), s/veh	25.9	8.2	20.4	37.3	4.1	1.1	10.7	15.7	0.1	13.7	6.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.6	19.8	30.2	9.8	16.6	15.1	12.6	30.7	8.6	16.9	29.0	6.7
LnGrp Delay(d),s/veh	83.2	53.4	57.4	95.4	48.5	28.9	64.2	56.1	23.7	64.2	41.6	18.8
LnGrp LOS	F	D	E	F	D	C	E	E	C	E	D	B
Approach Vol, veh/h		1594			1633			2398			2630	
Approach Delay, s/veh		59.8			47.1			54.6			45.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.8	49.0	14.0	36.0	21.7	55.1	15.0	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	27.0	45.0	10.0	32.0	22.0	50.0	11.0	31.0
Max Q Clear Time (g_c+I1), s	23.3	45.3	11.3	34.0	17.3	45.5	11.7	28.1
Green Ext Time (p_c), s	0.5	0.0	0.0	0.0	0.4	1.8	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	51.1
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	2	54	93	0	255	27	2172	71	174	2417	10
Future Vol, veh/h	16	2	54	93	0	255	27	2172	71	174	2417	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	95	-	-	90	-	-
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	17	2	59	101	0	277	29	2361	77	189	2627	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	4250	5507	1319	4151	5474	1219	2638	0	0	2438	0	0
Stage 1	3011	3011	-	2458	2458	-	-	-	-	-	-	-
Stage 2	1239	2496	-	1693	3016	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 1	0	147	~ 1	0	~ 172	158	-	-	190	-	-
Stage 1	~ 13	30	-	~ 31	60	-	-	-	-	-	-	-
Stage 2	186	57	-	~ 97	30	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	147	0	0	~ 172	158	-	-	190	-	-
Mov Cap-2 Maneuver	-	0	-	0	0	-	-	-	-	-	-	-
Stage 1	~ 11	0	-	~ 25	49	-	-	-	-	-	-	-
Stage 2	-	47	-	0	0	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			0.4	7.7
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	158	-	-	-	-	172	190	-	-
HCM Lane V/C Ratio	0.186	-	-	-	-	1.611	0.995	-	-
HCM Control Delay (s)	32.9	-	-	-	-	$ 348.2	115	-	-
HCM Lane LOS	D	-	-	-	-	F	F	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	-	18.7	8.4	-	-

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	97	98	118	2179	2442	116
Future Volume (veh/h)	97	98	118	2179	2442	116
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	105	107	128	2368	2654	126
Adj No. of Lanes	0	0	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	123	125	68	2654	2581	122
Arrive On Green	0.15	0.15	0.75	0.75	0.75	0.75
Sat Flow, veh/h	825	841	99	3632	3535	162
Grp Volume(v), veh/h	213	0	128	2368	1354	1426
Grp Sat Flow(s),veh/h/ln	1673	0	99	1770	1770	1834
Q Serve(g_s), s	13.1	0.0	0.0	53.5	79.3	79.3
Cycle Q Clear(g_c), s	13.1	0.0	79.3	53.5	79.3	79.3
Prop In Lane	0.49	0.50	1.00			0.09
Lane Grp Cap(c), veh/h	249	0	68	2654	1327	1375
V/C Ratio(X)	0.85	0.00	1.88	0.89	1.02	1.04
Avail Cap(c_a), veh/h	633	0	68	2654	1327	1375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	52.9	10.0	13.2	13.2
Incr Delay (d2), s/veh	8.2	0.0	446.2	5.1	30.0	34.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.8	0.0	18.7	36.1	87.6	93.7
LnGrp Delay(d),s/veh	52.0	0.0	499.0	15.1	43.3	47.5
LnGrp LOS	D		F	B	F	F
Approach Vol, veh/h	213			2496	2780	
Approach Delay, s/veh	52.0			39.9	45.4	
Approach LOS	D			D	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		86.0		19.8		86.0		
Change Period (Y+Rc), s		* 6.7		4.0		* 6.7		
Max Green Setting (Gmax), s		* 79		40.0		* 79		
Max Q Clear Time (g_c+I1), s		81.3		15.1		81.3		
Green Ext Time (p_c), s		0.0		0.7		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	24	104	656	11	154	93	1331	440	227	1521	140
Future Volume (veh/h)	129	24	104	656	11	154	93	1331	440	227	1521	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1788	1863	1900	1788	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	140	26	113	713	12	167	101	1447	478	247	1653	152
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	36	157	586	16	221	233	1612	893	212	2353	857
Arrive On Green	0.08	0.12	0.12	0.11	0.15	0.15	0.07	0.46	0.46	0.07	0.46	0.46
Sat Flow, veh/h	1774	303	1319	3304	107	1487	1703	3539	1582	1703	5085	1582
Grp Volume(v), veh/h	140	0	139	713	0	179	101	1447	478	247	1653	152
Grp Sat Flow(s),veh/h/ln	1774	0	1622	1652	0	1593	1703	1770	1582	1703	1695	1582
Q Serve(g_s), s	6.9	0.0	8.3	11.0	0.0	10.9	3.1	38.0	19.0	7.3	26.1	4.9
Cycle Q Clear(g_c), s	6.9	0.0	8.3	11.0	0.0	10.9	3.1	38.0	19.0	7.3	26.1	4.9
Prop In Lane	1.00		0.81	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	0	193	586	0	237	233	1612	893	212	2353	857
V/C Ratio(X)	0.54	0.00	0.72	1.22	0.00	0.76	0.43	0.90	0.54	1.17	0.70	0.18
Avail Cap(c_a), veh/h	260	0	413	586	0	453	245	2148	1133	212	3086	1085
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	42.9	38.9	0.0	41.3	17.7	25.3	13.7	25.0	21.6	11.7
Incr Delay (d2), s/veh	4.0	0.0	10.3	112.5	0.0	1.9	0.5	3.6	0.2	113.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	7.7	16.5	0.0	8.5	2.6	26.5	13.0	22.6	17.9	3.8
LnGrp Delay(d),s/veh	39.6	0.0	53.2	151.4	0.0	43.1	18.2	28.9	13.9	138.8	21.9	11.8
LnGrp LOS	D		D	F		D	B	C	B	F	C	B
Approach Vol, veh/h		279			892			2026			2052	
Approach Delay, s/veh		46.4			129.6			24.9			35.2	
Approach LOS		D			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	52.7	15.0	19.3	13.3	53.4	12.0	22.3
Change Period (Y+Rc), s	* 6.7	* 6.7	4.0	7.3	* 6.7	* 6.7	4.0	7.3
Max Green Setting (Gmax), s	* 7.3	* 61	11.0	25.7	* 7.3	* 61	8.0	28.7
Max Q Clear Time (g_c+I1), s	9.3	40.0	13.0	10.3	5.1	28.1	8.9	12.9
Green Ext Time (p_c), s	0.0	6.0	0.0	0.9	0.0	6.4	0.0	0.4

Intersection Summary	
HCM 2010 Ctrl Delay	47.9
HCM 2010 LOS	D

Notes

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	120	112	160	1997	2059	98
Future Volume (veh/h)	120	112	160	1997	2059	98
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	0.96	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	130	122	174	2171	2238	107
Adj No. of Lanes	0	0	1	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	158	148	136	2622	3696	176
Arrive On Green	0.19	0.18	0.74	0.74	0.74	0.73
Sat Flow, veh/h	845	793	153	3632	5142	236
Grp Volume(v), veh/h	253	0	174	2171	1521	824
Grp Sat Flow(s),veh/h/ln	1644	0	153	1770	1695	1821
Q Serve(g_s), s	19.2	0.0	68.6	53.5	27.2	27.7
Cycle Q Clear(g_c), s	19.2	0.0	96.3	53.5	27.2	27.7
Prop In Lane	0.51	0.48	1.00			0.13
Lane Grp Cap(c), veh/h	307	0	136	2622	2519	1353
V/C Ratio(X)	0.82	0.00	1.28	0.83	0.60	0.61
Avail Cap(c_a), veh/h	415	0	136	2622	2519	1353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.43	0.43	0.42	0.42
Uniform Delay (d), s/veh	51.1	0.0	44.7	11.3	7.8	7.9
Incr Delay (d2), s/veh	9.4	0.0	148.3	1.4	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	0.0	18.8	31.6	16.4	18.1
LnGrp Delay(d),s/veh	60.5	0.0	192.9	12.7	8.2	8.7
LnGrp LOS	E		F	B	A	A
Approach Vol, veh/h	253			2345	2345	
Approach Delay, s/veh	60.5			26.1	8.4	
Approach LOS	E			C	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		101.5		28.5		101.5		
Change Period (Y+Rc), s		6.0		5.5		6.0		
Max Green Setting (Gmax), s		87.0		31.5		87.0		
Max Q Clear Time (g_c+I1), s		98.3		21.2		29.7		
Green Ext Time (p_c), s		0.0		0.8		21.6		

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	901	312	483	709	580	344	1146	446	546	1303	319
Future Volume (veh/h)	453	901	312	483	709	580	344	1146	446	546	1303	319
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1788	1863	1863
Adj Flow Rate, veh/h	492	979	339	525	771	630	374	1246	485	593	1416	347
Adj No. of Lanes	2	3	1	2	3	2	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	607	1310	533	522	1185	1127	396	1355	597	595	1686	745
Arrive On Green	0.18	0.26	0.24	0.15	0.23	0.23	0.11	0.27	0.25	0.18	0.33	0.32
Sat Flow, veh/h	3442	5085	1575	3442	5085	2772	3442	5085	1564	3304	5085	1568
Grp Volume(v), veh/h	492	979	339	525	771	630	374	1246	485	593	1416	347
Grp Sat Flow(s),veh/h/ln	1721	1695	1575	1721	1695	1386	1721	1695	1564	1652	1695	1568
Q Serve(g_s), s	16.5	21.2	21.8	18.2	16.4	21.0	12.9	28.6	30.1	21.5	31.0	17.9
Cycle Q Clear(g_c), s	16.5	21.2	21.8	18.2	16.4	21.0	12.9	28.6	30.1	21.5	31.0	17.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	607	1310	533	522	1185	1127	396	1355	597	595	1686	745
V/C Ratio(X)	0.81	0.75	0.64	1.01	0.65	0.56	0.94	0.92	0.81	1.00	0.84	0.47
Avail Cap(c_a), veh/h	637	1411	564	522	1242	1158	396	1355	597	595	1686	745
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	47.5	41.0	33.5	50.9	41.6	27.4	52.7	42.8	33.4	49.2	37.2	21.3
Incr Delay (d2), s/veh	7.5	2.1	2.2	40.8	1.1	0.6	31.4	11.5	11.5	29.6	3.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.3	15.5	14.9	20.9	12.4	12.7	12.5	21.1	22.9	17.0	20.2	11.8
LnGrp Delay(d),s/veh	55.0	43.0	35.7	91.7	42.7	28.0	84.2	54.2	45.0	78.8	40.8	22.8
LnGrp LOS	E	D	D	F	D	C	F	D	D	E	D	C
Approach Vol, veh/h		1810			1926			2105			2356	
Approach Delay, s/veh		44.9			51.3			57.4			47.7	
Approach LOS		D			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	35.1	18.4	44.5	25.3	31.8	26.3	36.6
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	15.5	31.0	11.9	35.6	19.9	26.6	19.8	27.7
Max Q Clear Time (g_c+I1), s	20.2	23.8	14.9	33.0	18.5	23.0	23.5	32.1
Green Ext Time (p_c), s	0.0	3.5	0.0	2.0	0.4	2.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.4
HCM 2010 LOS	D

Notes

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	40	6	122	111	0	6	0	129	27	0	0
Future Vol, veh/h	0	40	6	122	111	0	6	0	129	27	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	43	7	133	121	0	7	0	140	29	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	121	0	0	50	0	0	434	434	47	504	437	121
Stage 1	-	-	-	-	-	-	47	47	-	387	387	-
Stage 2	-	-	-	-	-	-	387	387	-	117	50	-
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	1467	-	-	1557	-	-	532	515	1022	478	513	930
Stage 1	-	-	-	-	-	-	967	856	-	637	610	-
Stage 2	-	-	-	-	-	-	637	610	-	888	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1467	-	-	1557	-	-	495	468	1022	383	466	930
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	468	-	383	466	-
Stage 1	-	-	-	-	-	-	967	856	-	637	554	-
Stage 2	-	-	-	-	-	-	578	554	-	766	853	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.9	9.3	15.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	976	1467	-	-	1557	-	-	383
HCM Lane V/C Ratio	0.15	-	-	-	0.085	-	-	0.077
HCM Control Delay (s)	9.3	0	-	-	7.5	0	-	15.2
HCM Lane LOS	A	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	29	0	15	102	0	14
Future Vol, veh/h	29	0	15	102	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	0	16	111	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	175	32
Stage 1	-	-	-	-	32	-
Stage 2	-	-	-	-	143	-
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	-	-	1580	-	815	1042
Stage 1	-	-	-	-	991	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1580	-	806	1042
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	884	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1042	-	-	1580	-
HCM Lane V/C Ratio	0.015	-	-	0.01	-
HCM Control Delay (s)	8.5	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	31	0	1348	2479	26
Future Vol, veh/h	0	31	0	1348	2479	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	1465	2695	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1362	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	138	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	138	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	138	-	-
HCM Lane V/C Ratio	-	0.244	-	-
HCM Control Delay (s)	-	39.3	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	48	39	0
Future Vol, veh/h	0	0	0	48	39	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	52	42	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	52	0	-	0	26	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	0	-
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	1554	-	-	-	989	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1554	-	-	-	989	1050
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1554	-	-	-	989
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Control Delay (s)	0	-	-	-	8.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1