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November 29, 2017

Mr. Corey Elliott
HR 935, LLC
7353 S. Alton Way, Suite A-100
Englewood, CO 80112

Re: Trails at Crowfoot
Traffic Impact Analysis
Parker, CO
LSC #160711

Dear Mr. Elliott:

In response to your request, LSC Transportation Consultants, Inc. has prepared this updated traffic impact analysis for the Trails at Crowfoot development to address Town of Parker comments. As shown on Figure 1, the site is located southeast of Crowfoot Valley Road and east and west of the future Bayou Gulch Road alignment in Parker, Colorado.

## REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, posted speed limits, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for the site; the assignment of the projected traffic volumes to the area roadways; the projected short-term and long-term background and resulting total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the site's traffic impacts.

## LAND USE AND ACCESS

The site is proposed to include about 754 single-family residential dwelling units, about 136 duplex residential dwelling units, and about 40,000 square feet of commercial space. Access is proposed to North Pinery Parkway and Bayou Gulch Road at multiple locations as shown in the conceptual site plan in Figure 2.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **N. Crowfoot Valley Road** is a north-south, two-lane arterial roadway west of the site. The intersection with Stroh Road is signalized with auxiliary turn lanes. North of Stroh Road it changes names to Motsenbocker Road and is four lanes. By 2037 it is expected to be a four-lane arterial roadway. The posted speed limit in the vicinity of the site is 40 mph.

- **Stroh Road** is an east-west, arterial roadway north of the site. The intersections with N. Crowfoot Valley Road/Motsenbocker Road and Parker Road are signalized with auxiliary turn lanes. It is two lanes west of J. Morgan Boulevard and four lanes east of J. Morgan Boulevard. By 2037 it is expected to be a four-lane arterial between N. Crowfoot Valley Road and Parker Road. The posted speed limit in the vicinity of the site is 40 mph.

- **N. Pinery Parkway** is a future east-west, two-lane roadway that will be constructed through the site from Crowfoot Valley Road to Parker Road. The existing intersection with Parker Road (SH 83) is signalized with auxiliary turn lanes. The posted speed limit east of the site is 25 mph. The buildout posted speed limit is expected to be 35 mph.

- **Bayou Gulch Road** is a future north-south, four-lane arterial roadway that will be constructed through the site from Crowfoot Valley Road to the south. By 2037 it is expected to be extended north to the existing Chambers Road alignment. The posted speed limit south of the site is 30 mph. The buildout posted speed limit is expected to be 40 mph.

**Existing Traffic Conditions**

Figure 3 shows the existing lane geometries, traffic controls, posted speed limits, and traffic volumes in the site's vicinity on a typical weekday. The weekday peak-hour traffic volumes and daily traffic counts are from the attached traffic counts conducted by Counter Measures in May, 2017.

**2025 and 2037 Background Traffic**

Figures 4a and 4b show the estimated 2025 background traffic, lane geometry, and traffic control and Figures 5a and 5b show the estimated 2037 background traffic, lane geometry, and traffic control. The 2025 estimates are based on projections from the April, 2013 *Town of Parker Roadway System Evaluation* by FHU and the 2037 estimates are based on the projections from the June, 2015 *Hess Ranch TIA* by David Evans and Associates. The 2037 estimates also assume a 750-student K-8 public school east of Bayou Gulch Road to the north of the site.

**Existing, 2025, and 2037 Background Levels of Service**

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in Figures 3, 4a, 4b, 5a, and 5b were analyzed as appropriate to determine the existing, 2025, and 2037 background levels of service using Synchro. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **Stroh Road/Crowfoot Valley Road/Motsenbocker Road:** This signalized intersection currently operates at LOS "B" during both morning and afternoon peak-hour and is expected to do so through 2025. In 2037, both peak-hours are expected to operate at LOS "C".

- **Crowfoot Valley Road/Chambers Road/Bayou Gulch Road:** All movements at this future unsignalized intersection are expected to operate at LOS "A" during both peak-hours in 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "D" in the morning peak-hour and LOS "E" during the afternoon peak-hour.

- **Crowfoot Valley Road/Pinery Parkway:** All movements at this future unsignalized intersection are expected to operate at LOS "C" or better during both peak-hours through 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "A" during both peak-hours.

- **Crowfoot Valley Road/Pradera Parkway:** All movements at this unsignalized intersection currently operate at LOS "B" or better during both peak-hours and are expected to operate at LOS "C" or better through 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "B" or better during both peak-hours.

- **Parker Road/Pinery Parkway:** This signalized intersection currently operates at LOS "C" during both morning and afternoon peak-hours. In 2025, the morning peak-hour is expected to operate at LOS "D" and the afternoon peak-hour is expected to operate at LOS "C" and is expected to do so through 2037.

- **Pinery Parkway/Bayou Gulch Road:** All movements at this future unsignalized intersection are expected to operate at "B" or better in 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "C" during both peak-hours.

- **Pinery Parkway/PA 46:** All movements at this future unsignalized intersection are expected to operate at LOS "B" or better through 2037.

**TRIP GENERATION**

Table 2 shows the estimated average weekday, morning peak-hour, and afternoon peak-hour trip generation for the proposed site based on the rates from *Trip Generation, 9th Edition, 2012* by the Institute of Transportation Engineers (ITE) for the proposed land use.

The site is projected to generate about 11,712 one-way vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, which generally occurs for one hour between 6:30 and 8:30 a.m., about 206 vehicles would enter and about 507 vehicles would exit the site. During the afternoon peak-hour, which generally occurs for one hour between 4:00 and 6:00 p.m., about 677 vehicles would enter and about 473 vehicles would exit.

**TRIP DISTRIBUTION**

Figure 6 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site's proposed land use.

**TRIP ASSIGNMENT**

Figures 7a, 7b, 8a, and 8b show the estimated 2025 and 2037 site-generated traffic volumes based on the directional distribution percentages (from Figure 6) and the trip generation estimate (from Table 2).

**2025 AND 2037 TOTAL TRAFFIC**

Figures 9a and 9b show the 2025 total traffic which is the sum of the 2025 background traffic volumes (from Figures 4a and 4b) and the 2025 site-generated traffic volumes (from Figures 7a and 7b). Figures 9a and 9b also show the recommended 2025 lane geometry and traffic control with specific turn lane dimensions given in Table 3.

Figures 10a and 10b show the 2037 total traffic which is the sum of 2037 background traffic volumes (from Figures 5a and 5b) and the 2037 site-generated traffic volumes (from Figures 8a and 8b). Figures 10a and 10b also show the recommended 2037 lane geometry and traffic control.

**PROJECTED LEVELS OF SERVICE**

The intersections in Figures 9a, 9b, 10a, and 10b were analyzed to determine the 2025 and 2037 total levels of service. Table 1 shows the level of service analysis results. The level of service reports are attached.

- **Stroh Road/Crowfoot Valley Road/Motsenbocker Road:** This signalized intersection is expected to operate at LOS "C" or better during both morning and afternoon peak-hour through 2025. In 2037, the morning peak-hour is expected to operate at LOS "C" and the afternoon peak-hour is expected to operate at LOS "D".

- **Crowfoot Valley Road/Chambers Road/Bayou Gulch Road:** All movements at this future unsignalized intersection are expected to operate at LOS "D" or better during both peak-hours in 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "D" during the morning peak-hour and LOS "E" during the afternoon peak-hour. The LOS "E" can be improved by providing a free right-turn movement from eastbound Chambers Road to southbound Crowfoot Valley Road.

- **Crowfoot Valley Road/Pinery Parkway:** All movements at future this unsignalized intersection are expected to operate at LOS "D" or better during both peak-hours through 2025. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "A" during the morning peak-hour and LOS "B" during the afternoon peak-hour.

- **Crowfoot Valley Road/Pradera Parkway:** All movements at this unsignalized intersection are expected to operate at LOS "C" or better through 2025. In 2037, this intersection is ex-

pected to be signalized and as such is expected to operate at LOS "B" during the morning peak-hour and LOS "A" during the afternoon peak-hour.

- **Parker Road/Pinery Parkway:** This signalized intersection is expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2037.

- **Pinery Parkway/Bayou Gulch Road:** All movements at this future unsignalized intersection are expected to operate at "C" or better in 2025 during both peak-hours. In 2037, this intersection is expected to be signalized and as such is expected to operate at LOS "D" or better during both peak-hours.

- **Bayou Gulch Road/RIRO South Access:** All movements at this future unsignalized intersection are expected to operate at LOS "A" in 2025 during both peak-hours. In 2037, all movements are expected to operate at LOS "B" or better during both peak-hours.

- **Pinery Parkway/PA 40 West/PA 34 West:** All movements at this future unsignalized intersection are expected to operate at LOS "C" or better during both peak-hours through 2037.

- **Pinery Parkway/PA 40 East/PA 34:** All movements at this future unsignalized intersection are expected to operate at LOS "B" or better through 2037.

- **Pinery Parkway/Three-Quarter Access:** All movements at this future unsignalized intersection are expected to operate at LOS "B" or better through 2037.

- **Pinery Parkway/PA 46:** All movements at this future unsignalized intersection are expected to operate at LOS "D" or better through 2037.

- **Bayou Gulch Road/PA 36&37/PA 34&35:** All movements at this future unsignalized intersection are expected to operate at LOS "C" or better through 2025. In 2037, there are several side street movements that are expected to operate at LOS"F" during both peak-hours. Traffic signal control may be needed in the long term.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

1. The site is projected to generate about 11,712 one-way vehicle-trips on the average weekday, with about half entering and half exiting during a 24-hour period. During the morning peak-hour, about 206 vehicles would enter and 507 vehicles would exit the site. During the afternoon peak-hour, about 677 vehicles would enter and about 473 vehicles would exit.

### Projected Levels of Service

2. All of the signalized intersections are expected to operate at overall LOS "D" or better with all individual movements operating at LOS "E" or better through 2037 during both peak-hours with the following exceptions: The Crowfoot Valley Road/ Chambers Road/Bayou Gulch Road intersection is expected to operate at LOS "E" and the eastbound right-turn

movement is expected to operate at LOS "F" in the 2037 afternoon peak-hour. Overall operations would improve if a free movement is provided for the eastbound right-turn movement from eastbound Chambers Road to southbound Crowfoot Valley Road. The westbound through/right movement from Pinery Parkway to Parker Road is expected to operate poorly without a dedicated right-turn lane and receiving acceleration lane on Parker Road.

3. All movements at the unsignalized intersections analyzed are expected to operate at LOS "D" or better during both morning and afternoon peak-hours through 2037 with the following exceptions: There are a few eastbound and westbound movements at the Bayou Gulch Road/PA 36&37/PA 34&35 intersection that are expected to operate at LOS "F" during the peak-hours by 2037. A traffic signal may be needed at this location in the long term.

**Conclusions**

4. The impact of the Trail at Crowfoot development site can be accommodated by the existing and planned roadway network with the following recommendations.

**Recommended Improvements**

5. The recommended 2025 improvements are shown in Figures 9a and 9b with specific turn lane dimensions given in Table 3.

6. The recommended 2037 improvements are shown in Figures 10a and 10b.

* * * * *

We trust our findings will assist you in gaining approval of the proposed Trails at Crowfoot residential development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.


By_____
Christopher S. McGranahan, PE, PTOE
Principal

11-29-17

CSM/wc

Enclosures: Tables 1 - 3
Figures 1 - 10b
Traffic Count Reports
Level of Service Definitions
Level of Service Reports

**Table 1 (Page 1 of 2)**
**Intersection Levels of Service Analysis**
**Trails at Crowfoot**
**Parker, CO**
**LSC #160711; November, 2017**

| Intersection Location | Traffic Control | Existing Traffic Level of Service AM | Existing Traffic Level of Service PM | 2025 Background Traffic Level of Service AM | 2025 Background Traffic Level of Service PM | 2025 Total Traffic Level of Service AM | 2025 Total Traffic Level of Service PM | 2037 Background Traffic Level of Service AM | 2037 Background Traffic Level of Service PM | 2037 Total Traffic Level of Service AM | 2037 Total Traffic Level of Service PM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1) Stroh Road/Crowfoot Valley Road/Motsenbocker Road | Signalized | | | | | | | | | | |
| EB Left | | -- | -- | -- | -- | -- | -- | D | D | D | D |
| EB Through | | -- | -- | -- | -- | -- | -- | D | E | D | E |
| EB Right | | -- | -- | -- | -- | -- | -- | D | D | D | D |
| WB Left | | C | C | C | C | C | C | D | E | D | E |
| WB Through | | -- | -- | -- | -- | -- | -- | C | C | C | C |
| WB Right | | C | C | C | C | C | C | C | C | C | C |
| NB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| NB Through | | A | A | B | B | D | B | C | C | C | C |
| NB Right | | A | A | B | B | B | B | C | C | C | C |
| SB Left | | A | A | A | B | B | C | B | E | B | E |
| SB Through | | A | A | A | A | A | A | B | D | B | D |
| SB Right | | -- | -- | -- | -- | -- | -- | B | D | B | D |
| Entire Intersection Delay (sec /veh) | | 15.7 | 12.9 | 17.2 | 13.7 | 25.4 | 15.8 | 34.6 | 43.8 | 34.1 | 44.5 |
| Entire Intersection LOS | | B | B | B | B | C | B | C | C | C | D |
| 2) Crowfoot Valley Road/Chambers Road/Bayou Gulch Road | TWSC | | | | | | | | | | |
| WB Left | | -- | -- | A | A | C | F | -- | -- | -- | -- |
| WB Right | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| SB Left | | -- | -- | A | A | A | B | -- | -- | -- | -- |
| Critical Movement Delay | | -- | -- | 8.8 | 8.6 | 21.3 | 83.7 | -- | -- | -- | -- |
| | Signalized | | | | | | | | | | |
| EB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| EB Through | | -- | -- | -- | -- | -- | -- | D | D | D | D |
| EB Right | | -- | -- | -- | -- | -- | -- | C | F | C | F |
| WB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| WB Through | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| WB Right | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| NB Left | | -- | -- | -- | -- | -- | -- | D | D | D | D |
| NB Through | | -- | -- | -- | -- | -- | -- | B | C | B | C |
| NB Right | | -- | -- | -- | -- | -- | -- | B | B | B | C |
| SB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| SB Through | | -- | -- | -- | -- | -- | -- | D | E | D | E |
| SB Right | | -- | -- | -- | -- | -- | -- | D | D | D | D |
| Entire Intersection Delay (sec /veh) | | -- | -- | -- | -- | -- | -- | 40.5 | 60.4 | 43.2 | 66.6 |
| Entire Intersection LOS | | -- | -- | -- | -- | -- | -- | D | E | D | E |
| 3) Crowfoot Valley Road/Pinery Parkway | TWSC | | | | | | | | | | |
| WB Left | | -- | -- | C | C | D | D | -- | -- | -- | -- |
| WB Right | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| SB Left | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| Critical Movement Delay | | -- | -- | 17.8 | 16.1 | 27.3 | 25.5 | -- | -- | -- | -- |
| | Signalized | | | | | | | | | | |
| WB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| WB Right | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| NB Through | | -- | -- | -- | -- | -- | -- | A | B | A | B |
| NB Right | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| SB Left | | -- | -- | -- | -- | -- | -- | A | A | A | C |
| SB Through | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| Entire Intersection Delay (sec /veh) | | -- | -- | -- | -- | -- | -- | 4.9 | 7.6 | 7.5 | 10.8 |
| Entire Intersection LOS | | -- | -- | -- | -- | -- | -- | A | A | A | B |
| 4) Crowfoot Valley Road/Pradera Parkway | TWSC | | | | | | | | | | |
| WB Left | | B | B | C | C | C | C | -- | -- | -- | -- |
| WB Right | | B | B | B | B | B | B | -- | -- | -- | -- |
| SB Left | | A | A | A | A | A | A | -- | -- | -- | -- |
| Critical Movement Delay | | 14.8 | 14.7 | 18.8 | 16.9 | 21.1 | 19.4 | -- | -- | -- | -- |
| | Signalized | | | | | | | | | | |
| WB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| WB Right | | -- | -- | -- | -- | -- | -- | E | D | E | D |
| NB Through | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| NB Right | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| SB Left | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| SB Through | | -- | -- | -- | -- | -- | -- | A | A | A | A |
| Entire Intersection Delay (sec /veh) | | -- | -- | -- | -- | -- | -- | 11.3 | 8.0 | 11.3 | 8.3 |
| Entire Intersection LOS | | -- | -- | -- | -- | -- | -- | B | A | B | A |
| 5) Parker Road/Pinery Parkway | Signalized | | | | | | | | | | |
| EB Left | | E | E | E | E | E | E | E | E | E | E |
| EB Through | | C | D | D | D | D | D | D | D | D | D |
| EB Right | | A | A | A | A | A | A | A | A | A | A |
| WB Left | | C | D | C | D | C | D | C | D | C | D |
| WB Through/Right | | E | F | F | F | F | F | F | E | F | E |
| NB Left | | E | F | E | F | E | E | E | E | E | E |
| NB Through | | C | B | C | B | C | C | C | C | C | C |
| NB Right | | C | B | C | C | D | C | C | C | D | C |
| SB Left | | E | D | E | D | E | D | E | E | E | E |
| SB Through | | B | B | B | B | B | B | B | C | C | C |
| SB Right | | A | A | A | A | A | A | A | A | A | A |
| Entire Intersection Delay (sec /veh) | | 33.8 | 27.5 | 45.0 | 31.0 | 46.4 | 33.5 | 48.4 | 31.9 | 51.4 | 34.5 |
| Entire Intersection LOS | | C | C | D | C | D | C | D | C | D | D |

**Table 1 (Page 2 of 2)**
**Intersection Levels of Service Analysis**
**Trails at Crowfoot**
**Parker, CO**
**LSC #160711; November, 2017**

| Intersection Location | Traffic Control | Existing Traffic Level of Service AM | Existing Traffic Level of Service PM | 2025 Background Traffic Level of Service AM | 2025 Background Traffic Level of Service PM | 2025 Total Traffic Level of Service AM | 2025 Total Traffic Level of Service PM | 2037 Background Traffic Level of Service AM | 2037 Background Traffic Level of Service PM | 2037 Total Traffic Level of Service AM | 2037 Total Traffic Level of Service PM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 6) Pinery Parkway/Bayou Gulch Road | TWSC | | | | | | | | | | |
| NB Left | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| EB Left | | -- | -- | A | A | B | C | -- | -- | -- | -- |
| EB Through | | -- | -- | B | B | B | C | -- | -- | -- | -- |
| EB Right | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| WB Left | | -- | -- | B | B | B | C | -- | -- | -- | -- |
| WB Through | | -- | -- | B | B | B | C | -- | -- | -- | -- |
| WB Right | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| SB Left | | -- | -- | A | A | A | A | -- | -- | -- | -- |
| Critical Movement Delay | | -- | -- | 10.6 | 11.3 | 12.4 | 17.2 | -- | -- | -- | -- |
| | Signalized | | | | | | | | | | |
| EB Left | | -- | -- | -- | -- | -- | -- | C | C | C | D |
| EB Through | | -- | -- | -- | -- | -- | -- | C | C | C | D |
| EB Right | | -- | -- | -- | -- | -- | -- | C | C | C | D |
| WB Left | | -- | -- | -- | -- | -- | -- | C | D | C | D |
| WB Through | | -- | -- | -- | -- | -- | -- | D | D | C | D |
| WB Right | | -- | -- | -- | -- | -- | -- | C | D | C | C |
| NB Left | | -- | -- | -- | -- | -- | -- | B | B | C | B |
| NB Through | | -- | -- | -- | -- | -- | -- | C | C | C | C |
| NB Right | | -- | -- | -- | -- | -- | -- | B | B | C | B |
| SB Left | | -- | -- | -- | -- | -- | -- | E | E | E | E |
| SB Through | | -- | -- | -- | -- | -- | -- | C | C | D | C |
| SB Right | | -- | -- | -- | -- | -- | -- | C | C | C | B |
| Entire Intersection Delay (sec /veh) | | -- | -- | -- | -- | -- | -- | 33.4 | 33.4 | 35.7 | 33.6 |
| Entire Intersection LOS | | -- | -- | -- | -- | -- | -- | C | C | D | C |
| 7) Bayou Gulch Road/RIRO South Access | TWSC | | | | | | | | | | |
| EB Right | | -- | -- | -- | -- | A | A | -- | -- | B | B |
| Critical Movement Delay | | -- | -- | -- | -- | 8.6 | 8.7 | -- | -- | 11.2 | 11.6 |
| 8) Pinery Parkway/PA 40 West/PA 34 West | TWSC | | | | | | | | | | |
| NB Approach | | -- | -- | -- | -- | B | B | -- | -- | B | C |
| EB Left | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| WB Left/Through | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| SB Approach | | -- | -- | -- | -- | A | A | -- | -- | A | B |
| Critical Movement Delay | | -- | -- | -- | -- | 11.0 | 11.7 | -- | -- | 11.6 | 15.7 |
| 9) Pinery Parkway/PA 40 East/PA 34 | TWSC | | | | | | | | | | |
| NB Approach | | -- | -- | -- | -- | B | B | -- | -- | B | B |
| EB Left | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| WB Left | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| SB Approach | | -- | -- | -- | -- | A | A | -- | -- | B | B |
| Critical Movement Delay | | -- | -- | -- | -- | 10.0 | 10.6 | -- | -- | 10.8 | 13.3 |
| 10) Pinery Parkway/Three-Quarter Access | TWSC | | | | | | | | | | |
| NB Right | | -- | -- | -- | -- | A | A | | | B | B |
| EB Left | | -- | -- | -- | -- | A | A | | | A | A |
| WB Left | | -- | -- | -- | -- | A | A | | | A | A |
| SB Right | | -- | -- | -- | -- | A | A | | | B | A |
| Critical Movement Delay | | -- | -- | -- | -- | 9.1 | 9.7 | | | 11.2 | 12.0 |
| 11) Pinery Parkway/PA 46 | TWSC | | | | | | | | | | |
| NB Approach | | -- | -- | A | A | B | B | B | B | C | D |
| EB Left | | -- | -- | -- | -- | A | A | -- | -- | A | A |
| WB Left | | -- | -- | A | A | A | A | A | A | A | A |
| SB Approach | | -- | -- | -- | -- | B | B | -- | -- | C | C |
| Critical Movement Delay | | -- | -- | 8.9 | 9.1 | 10.6 | 14.9 | 13.7 | 13.7 | 22.6 | 33.5 |
| 12) Bayou Gulch Road/PA 36&37/PA 34&35 | TWSC | | | | | | | | | | |
| NB Left | | -- | -- | -- | -- | A | A | -- | -- | B | B |
| EB Left | | -- | -- | -- | -- | B | C | -- | -- | F | F |
| EB Through/Right | | -- | -- | -- | -- | A | A | -- | -- | F | F |
| WB Left | | -- | -- | -- | -- | B | B | -- | -- | F | F |
| WB Through | | -- | -- | -- | -- | A | A | -- | -- | F | F |
| WB Right | | -- | -- | -- | -- | A | A | -- | -- | C | C |
| SB Left | | -- | -- | -- | -- | A | A | -- | -- | B | C |
| Critical Movement Delay | | -- | -- | -- | -- | 11.3 | 15.1 | -- | -- | >240 | >240 |

# Table 2
# ESTIMATED TRAFFIC GENERATION
# Trails At Crowfoot
# Parker, CO
# LSC #160711; November, 2017

| | | | Trip Generation Rates [1] | | | | | Vehicle - Trips Generated | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Average | AM Peak Hour | | PM Peak Hour | | Average | AM Peak Hour | | PM Peak - Hour | |
| PA | Trip Generating Category | Quantity | Weekday | In | Out | In | Out | Weekday | In | Out | In | Out |
| 34 | Single-Family Residential [2] | 199 DU [3] | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 1,895 | 37 | 112 | 124 | 74 |
| 35 | Duplex [4] | 48 DU | 5.81 | 0.075 | 0.365 | 0.348 | 0.172 | 279 | 4 | 18 | 17 | 8 |
| 36 | Duplex | 44 DU | 5.81 | 0.075 | 0.365 | 0.348 | 0.172 | 256 | 3 | 16 | 15 | 8 |
| 39 | Single-Family Residential | 189 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 1,799 | 35 | 106 | 119 | 70 |
| 40 | Single-Family Residential | 166 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 1,580 | 31 | 93 | 105 | 61 |
| 41 | Single-Family Residential | 31 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 295 | 6 | 17 | 20 | 12 |
| 42 | Single-Family Residential | 100 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 952 | 19 | 56 | 63 | 37 |
| 43 | Duplex | 44 DU | 5.81 | 0.075 | 0.365 | 0.348 | 0.172 | 256 | 3 | 16 | 15 | 8 |
| 44 | Shopping Center [5] | 40 KSF [6] | 93.58 | 1.375 | 0.850 | 3.900 | 4.225 | 3,743 | 55 | 34 | 156 | 169 |
| 46 | Single-Family Residential | 51 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 486 | 10 | 29 | 32 | 19 |
| 47 | Single-Family Residential | 18 DU | 9.52 | 0.188 | 0.563 | 0.630 | 0.370 | 171 | 3 | 10 | 11 | 7 |
| | | **890 DU** | | | | | **Total =** | **11,712** | **206** | **507** | **677** | **473** |
| | | | | | | | Passby Trips [7] = | 1,273 | 15 | 15 | 55 | 55 |
| | | | | | | | **Net Trips =** | **10,439** | **191** | **492** | **622** | **418** |

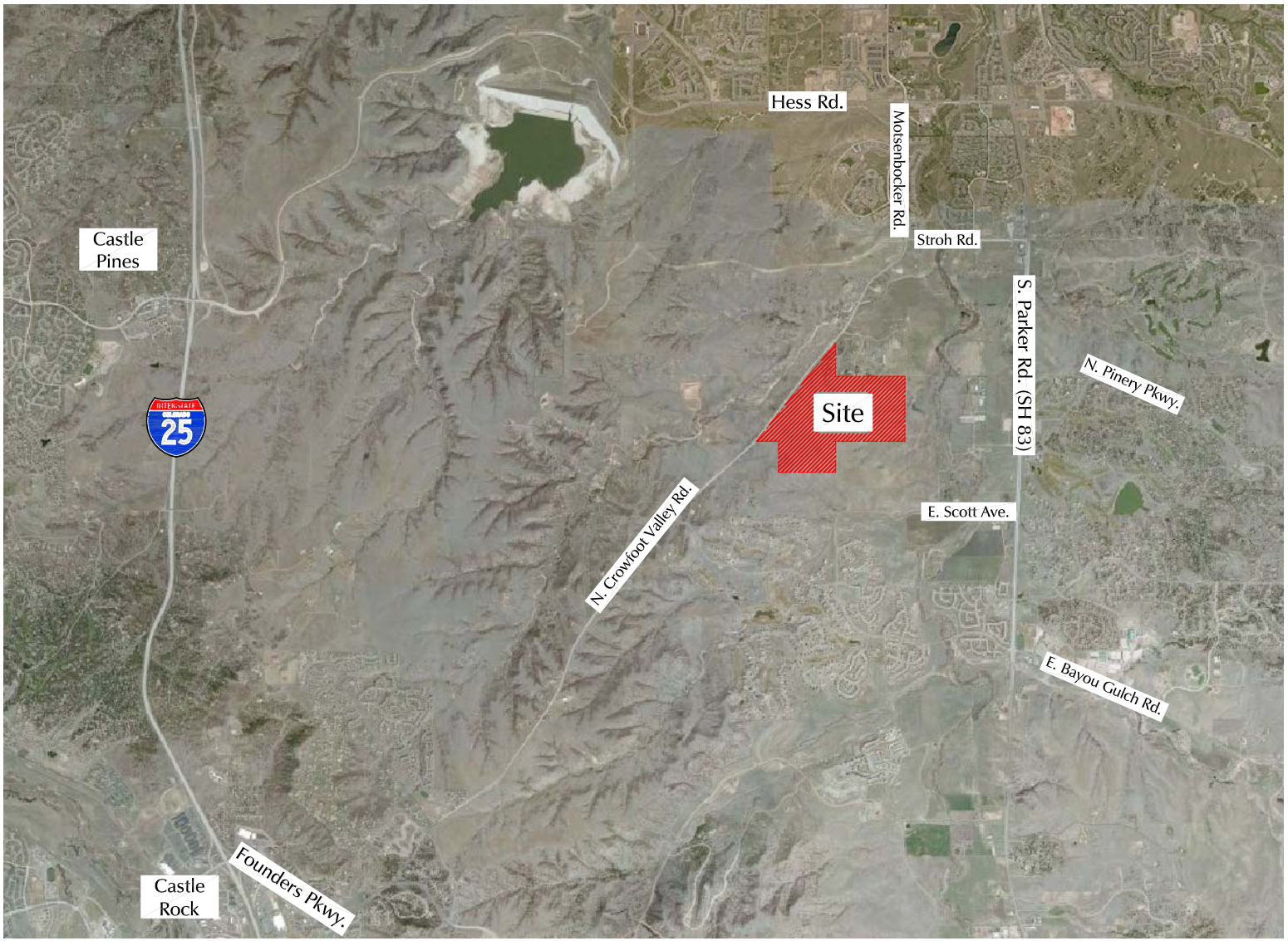
Notes:

(1) Source: *Trip Generation*, Institute of Transportation Engineers, 9th Edition, 2012
(2) ITE Land Use No. 210 - Single-Family Detached Housing
(3) DU = Dwelling Units
(4) ITE Land Use No. 230 - Townhomes
(5) ITE Land Use No. 820 - Shopping Center - formula rates
(6) KSF = 1,000 square feet
(7) A 34 percent passby rate was used for the shopping center land use.

**Table 3**
**2025 Total Traffic Recommended Improvements**
**Trails at Crowfoot**
**Parker, CO**
**LSC #160711; November, 2017**

| Inter-section No. | Intersection | Recommended Improvements based on a 35 mph posted speed limit on Pinery Parkway and a 40 mph posted speed limit on other roadways | |
|---|---|---|---|
| 2 | Crowfoot Valley Road/Bayou Gulch Road | NB Right | 225-foot lane plus 145-foot transition taper |
| | | SB Left | 300-foot dual lane for vehicle storage, 225 feet for deceleration (one lane) plus a 12:1 transition taper |
| | | WB Left | 325-foot lane (225 feet for deceleration and 100 feet for vehicles storage) plus 145-foot transition taper - will be built as dual left to align with the opposing direction |
| 3 | Crowfoot Valley Road/Pinery Parkway | NB Right | 225-foot lane plus 145-foot transition taper |
| | | SB Left | 360-foot lane (225 feet for deceleration and 135 feet for vehicle storage) plus a 145-foot transition taper |
| | | WB Right | 100-foot lane plus 120-foot transition taper |
| | | WB Right Accel | 235-foot lane plus 145-foot transition taper |
| 6 | Pinery Parkway/Bayou Gulch Road | EB Left | 350-foot lane (190 feet for deceleration and 160 feet for vehicle storage) plus a 120-foot transition taper |
| | | EB Right | 190-foot lane plus 120-foot transition taper |
| | | WB Left | 240-foot lane (190 feet for deceleration and 50 feet for vehicle storage) plus a 120-foot transition taper |
| | | WB Right | 190-foot lane plus 120-foot transition taper |
| | | NB Left | 250-foot lane (225 feet for deceleration and 25 feet for vehicle storage) plus a 145-foot transition taper |
| | | NB Right | Continuous lane from Cielo Acess |
| | | SB Left | 250-foot dual lane for vehicle storage, 225 feet for deceleration (one lane) plus a 12:1 transition taper |
| | | SB Right | Continuous lane back to North Site Access |
| 8 | Pinery Parkway/Far West Site Access | EB Left | 150-foot lane plus a 120-foot transition taper |
| | | EB Right | 150-foot lane plus a 120-foot transition taper |
| | | WB Left | 150-foot lane plus a 120-foot transition taper |
| 9 | Pinery Parkway/Near West Site Access | EB Left | 150-foot lane plus a 120-foot transition taper |
| | | WB Left | 150-foot lane plus a 120-foot transition taper |
| 10 | Pinery Parkway/Three-Quarter Access | EB Right | Continuous lane from Bayou Gulch Road |
| | | EB Left | 150-foot lane plus a 120-foot transition taper |
| | | WB Left | 150-foot lane plus a 120-foot transition taper |
| 11 | Pinery Parkway/Far East Site Access | EB Left | 150-foot lane plus a 120-foot transition taper |
| | | WB Left | 150-foot lane plus a 120-foot transition taper |
| 12 | Bayou Gulch Road/North Site Access | WB Left | 100-foot lane plus 96-foot transition taper |
| | | EB Left | 100-foot lane plus 96-foot transition taper |
| | | NB Left | 250-foot lane (225 feet for deceleration and 25 feet for vehicle storage) plus a 145-foot transition taper |
| | | NB Right | Continuous lane back to N. Pinery Parkway |
| | | SB Left | 320-foot lane (225 feet for deceleration and 95 feet for vehicle storage) plus a 145-foot transition taper |
| | | SB Right | 100-foot lane plus 145-foot transition taper |

Note: Appropriate redirect tapers for a 35 mph and a 40 mph posted speed limit are 20:1 and 30:1.

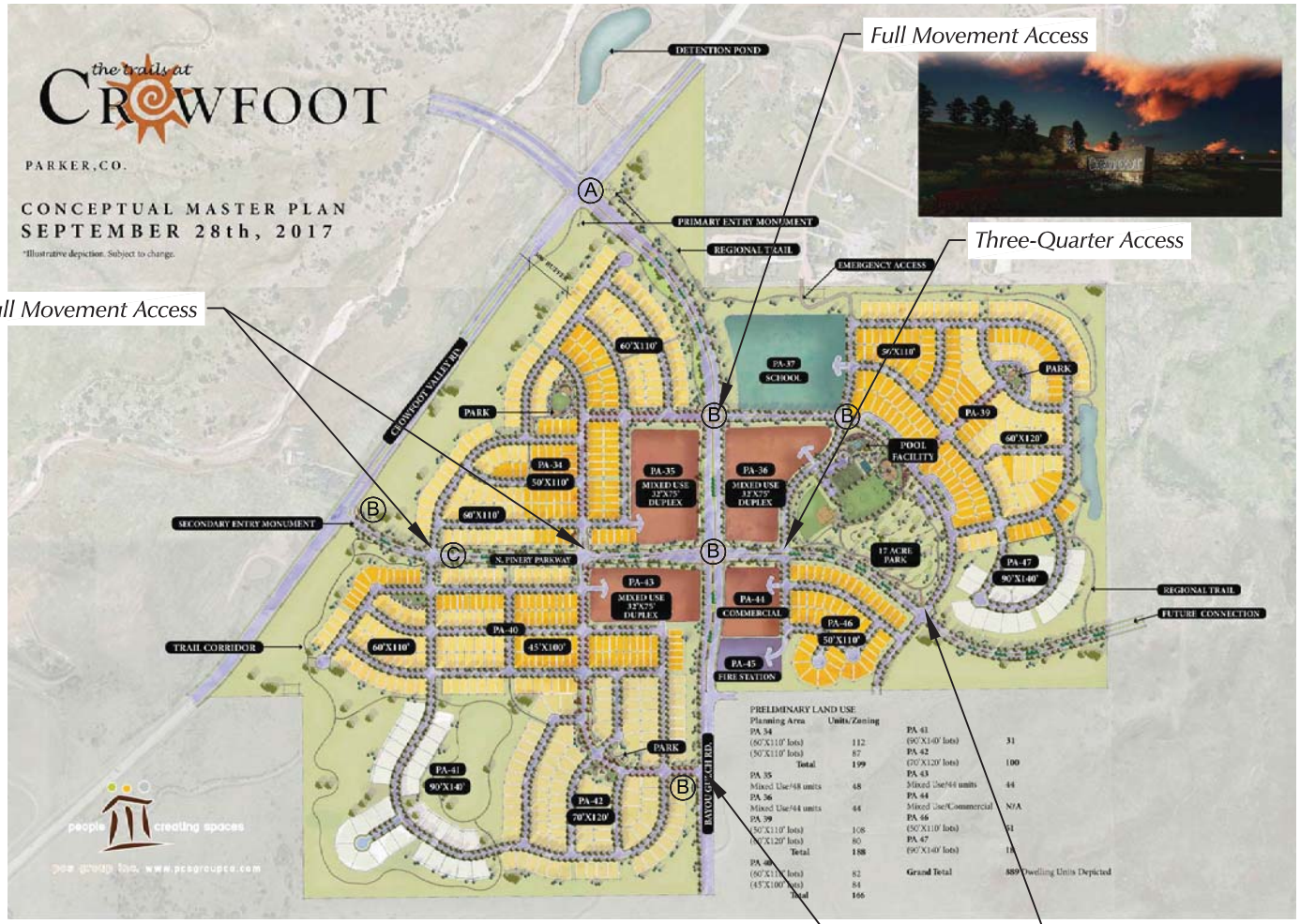



Approximate Scale
Scale: 1"=6,000'

Figure 1

# Vicinity Map

Trails at Crowfoot (LSC #160711)

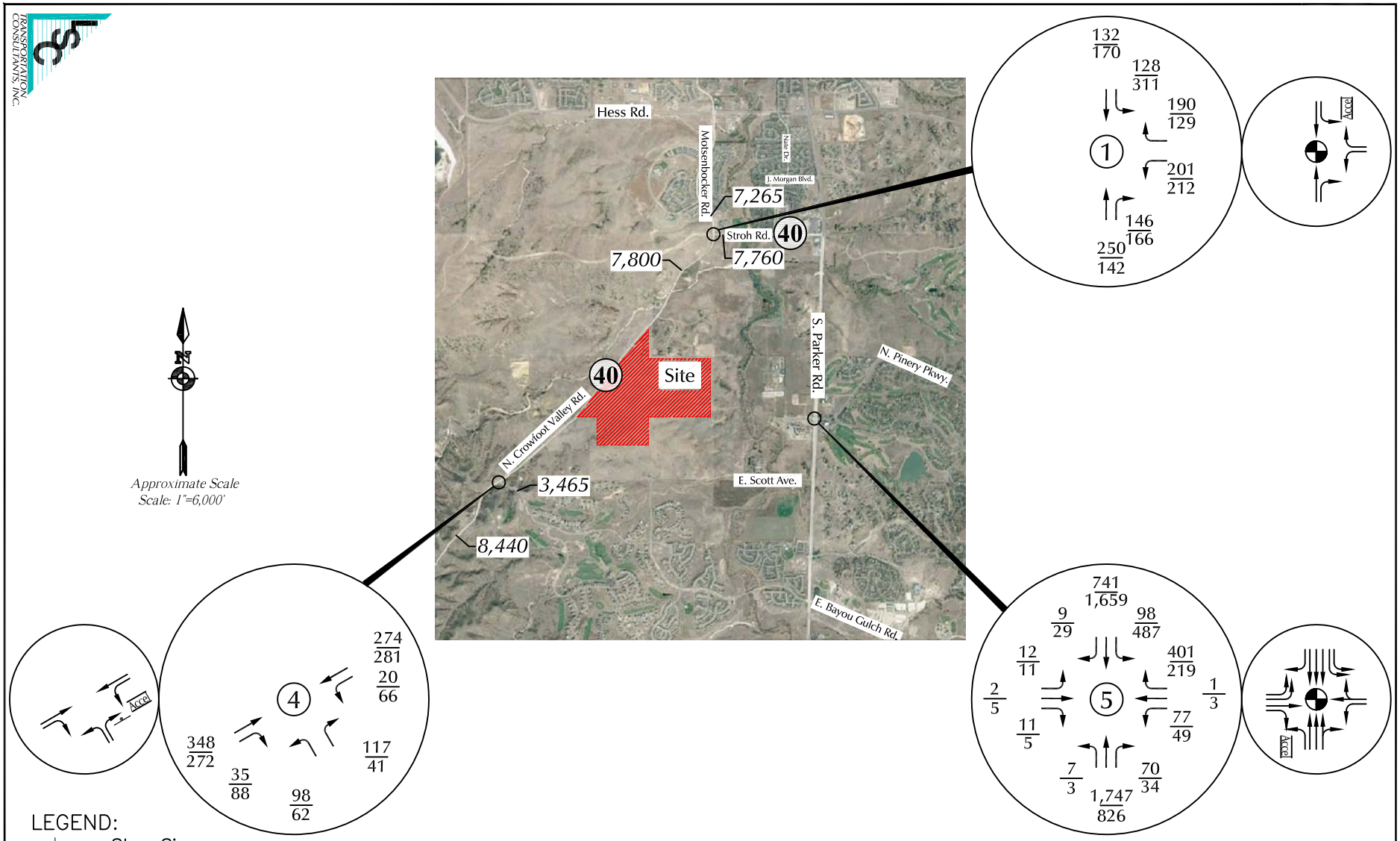



Approximate Scale
Scale: NTS

Figure 2

# Site Plan

Trails at Crowfoot (LSC #160711)




LEGEND:

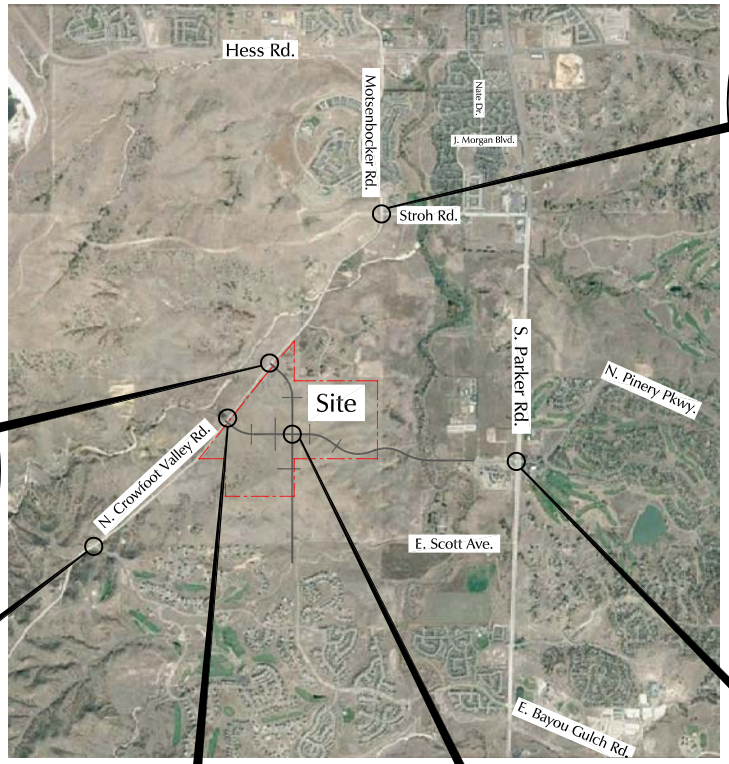
- ⊦ = Stop Sign
- ◒ = Traffic Signal
- (40) = Posted Speed Limit
- 26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic
- 1,000 = Average Daily Traffic

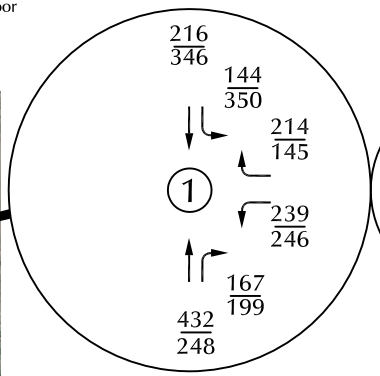
*Figure 3*

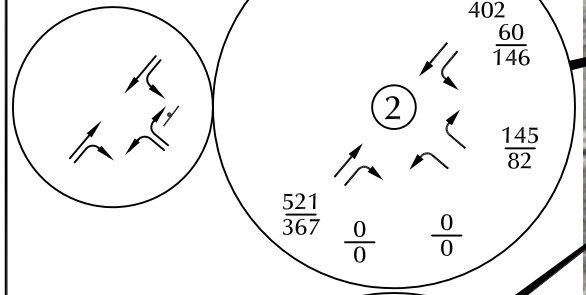
# *Existing Traffic, Lane Geometry and Traffic Control*

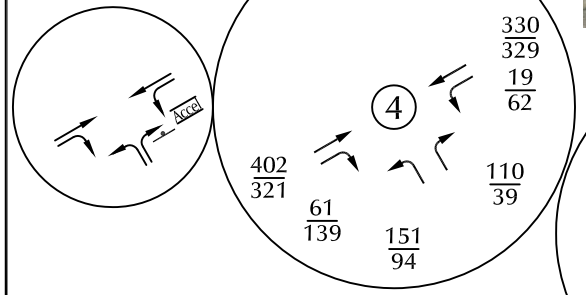
Trails at Crowfoot (LSC #160711)

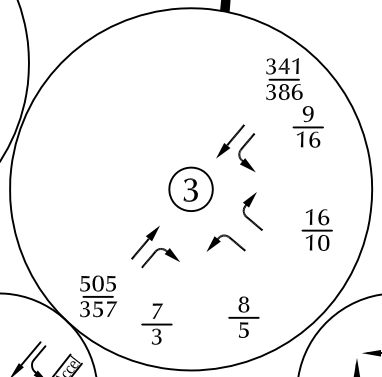
✻ A dedicated westbound right-turn lane and a right-turn acceleration lane are needed to mitigate poor levels of service.

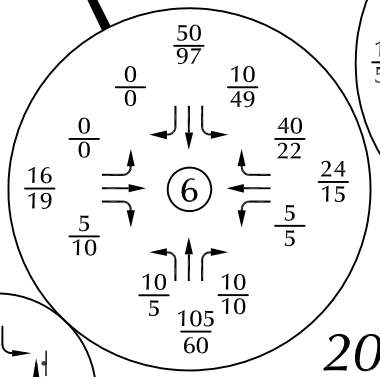


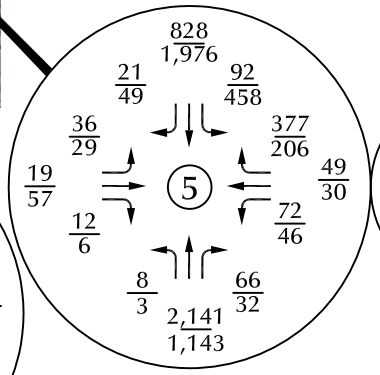




LEGEND:

= Stop Sign

= Traffic Signal

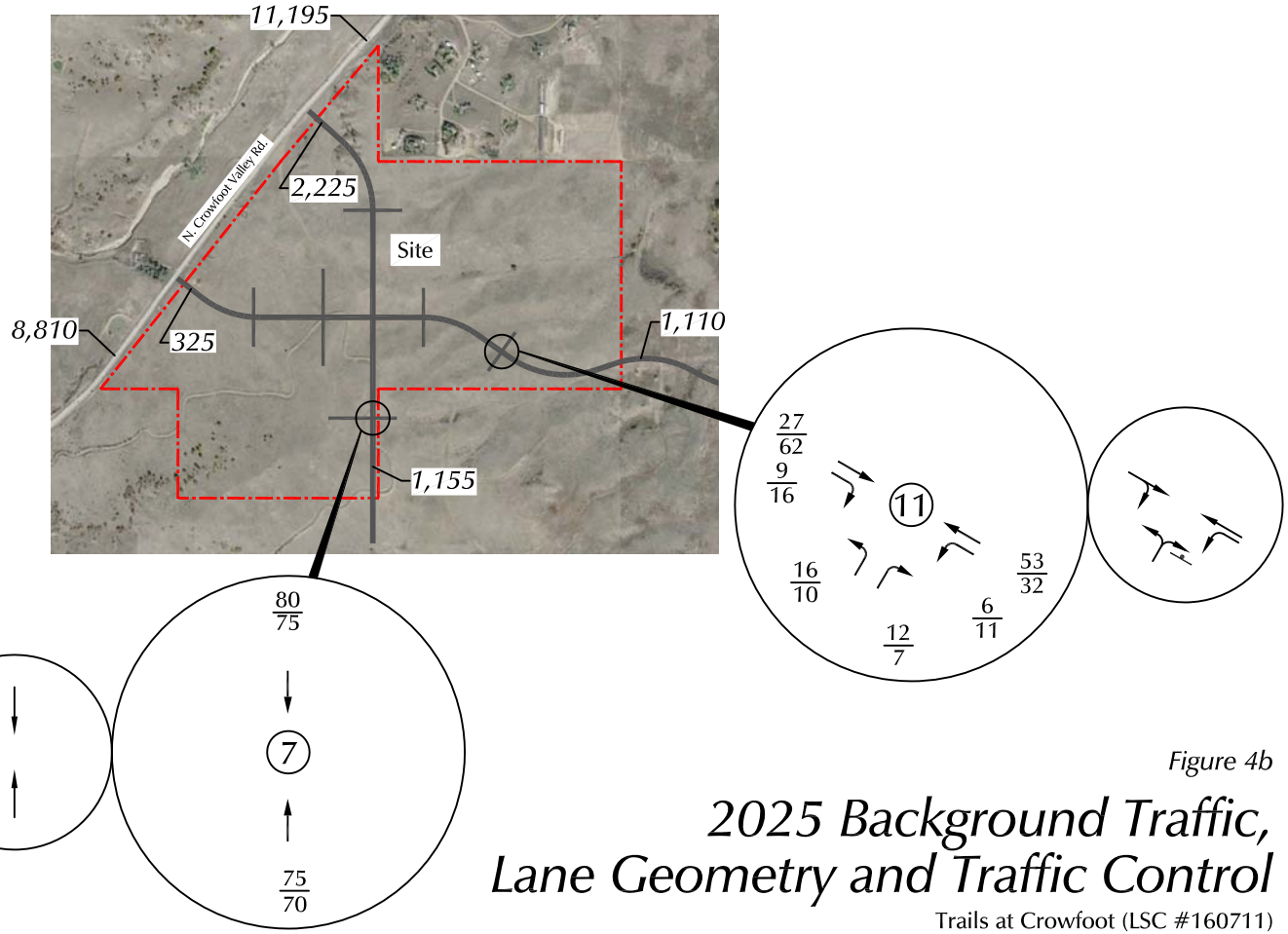
26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

*Figure 4a*

# 2025 Background Traffic, Lane Geometry and Traffic Control

Trails at Crowfoot (LSC #160711)




Approximate Scale
Scale: 1"=2,000'

LEGEND:

= Stop Sign

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

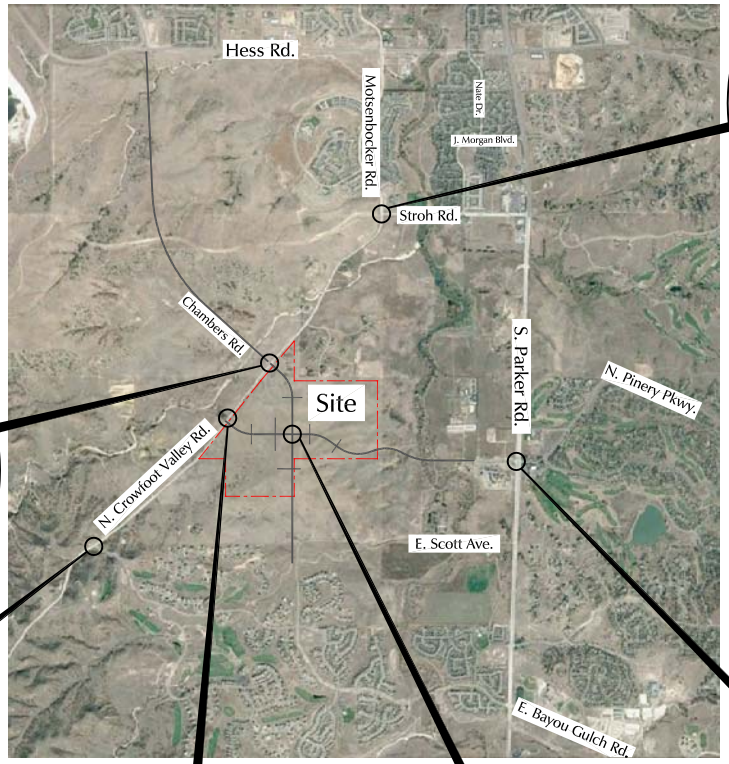
*Figure 4b*

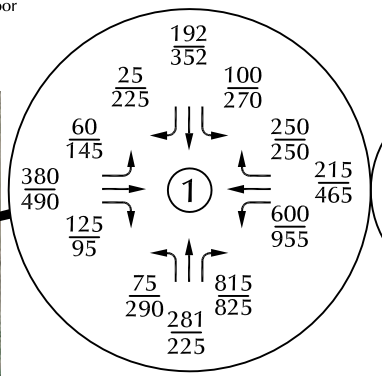
# *2025 Background Traffic, Lane Geometry and Traffic Control*

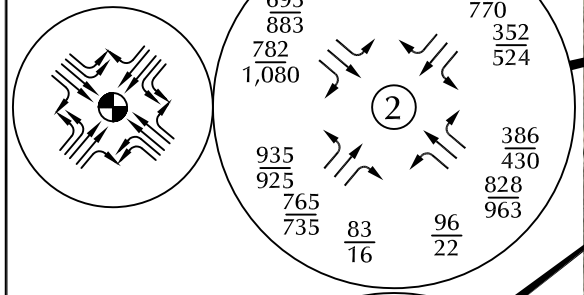
Trails at Crowfoot (LSC #160711)

TRANSPORTATION CONSULTANTS, INC.

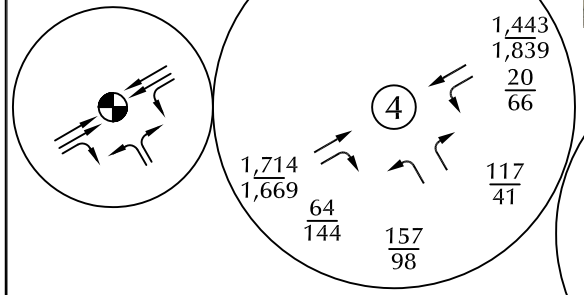
✲ A dedicated westbound right-turn lane and a right-turn acceleration lane are needed to mitigate poor levels of service.



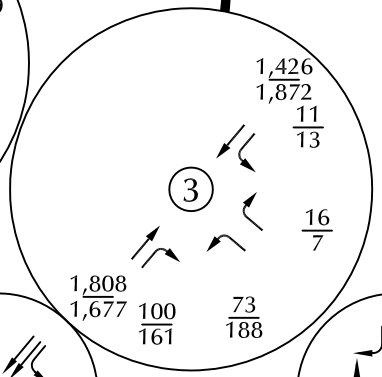



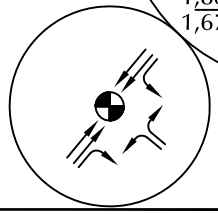



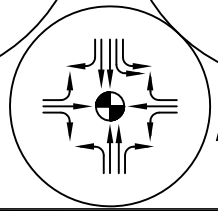


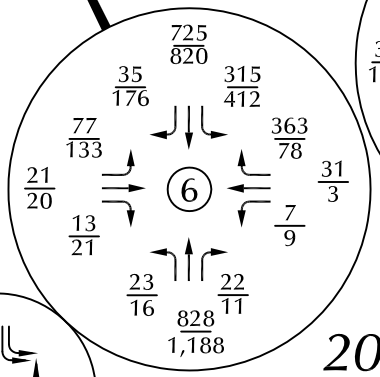



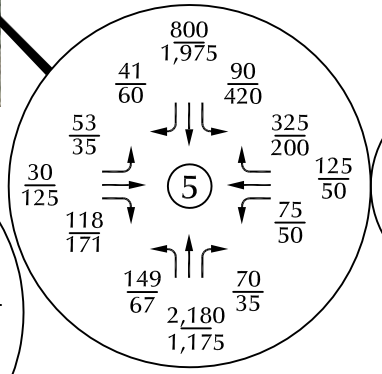


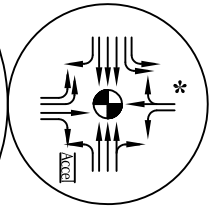








LEGEND:

= Stop Sign

= Traffic Signal

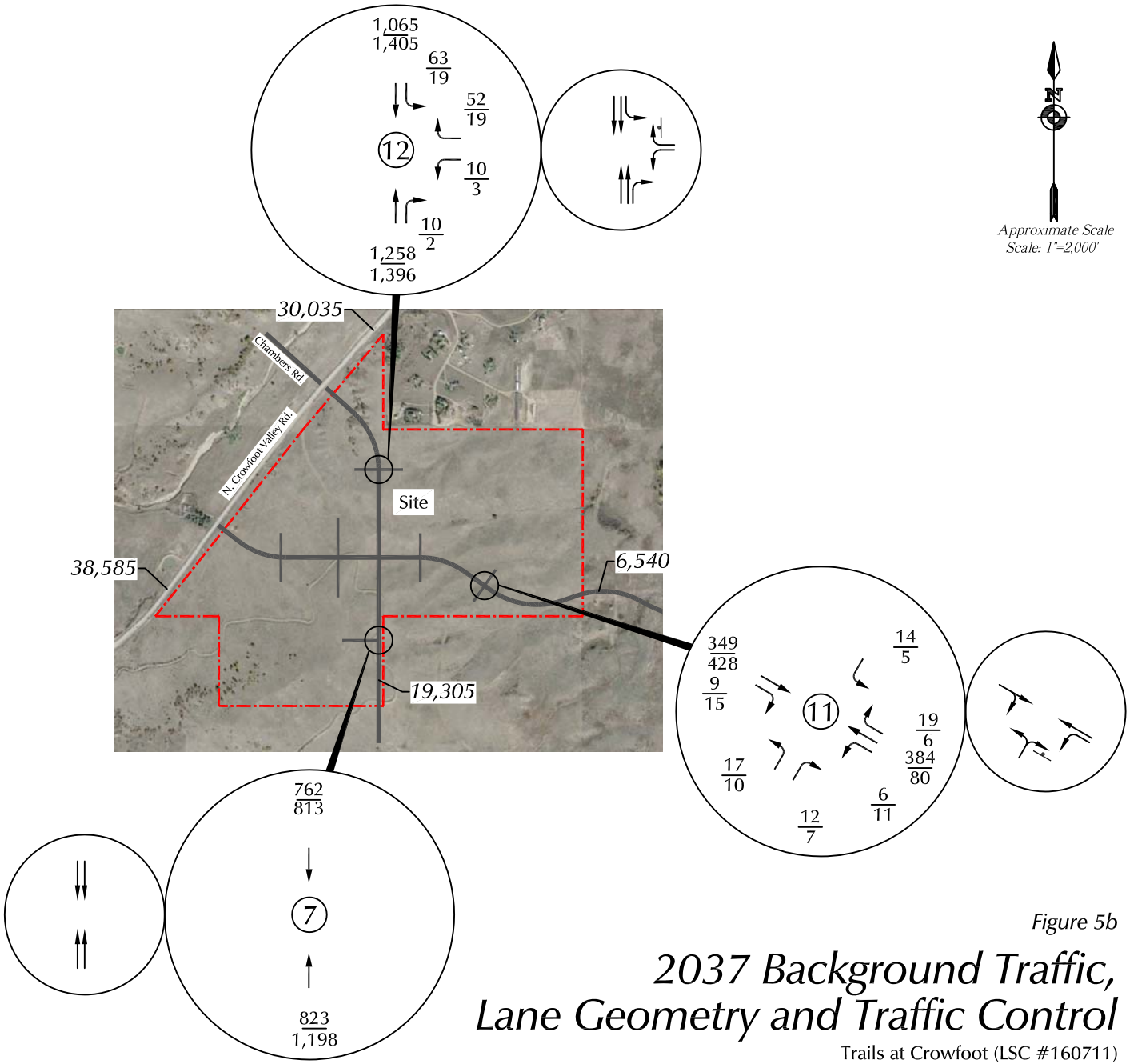
26/35 = AM Peak Hour Traffic / PM Peak Hour Traffic

1,000 = Average Daily Traffic

*Figure 5a*

# *2037 Background Traffic, Lane Geometry and Traffic Control*

Trails at Crowfoot (LSC #160711)




LEGEND:

= Stop Sign

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 5b*

# *2037 Background Traffic, Lane Geometry and Traffic Control*

Trails at Crowfoot (LSC #160711)


Approximate Scale
Scale: 1"=6,000'

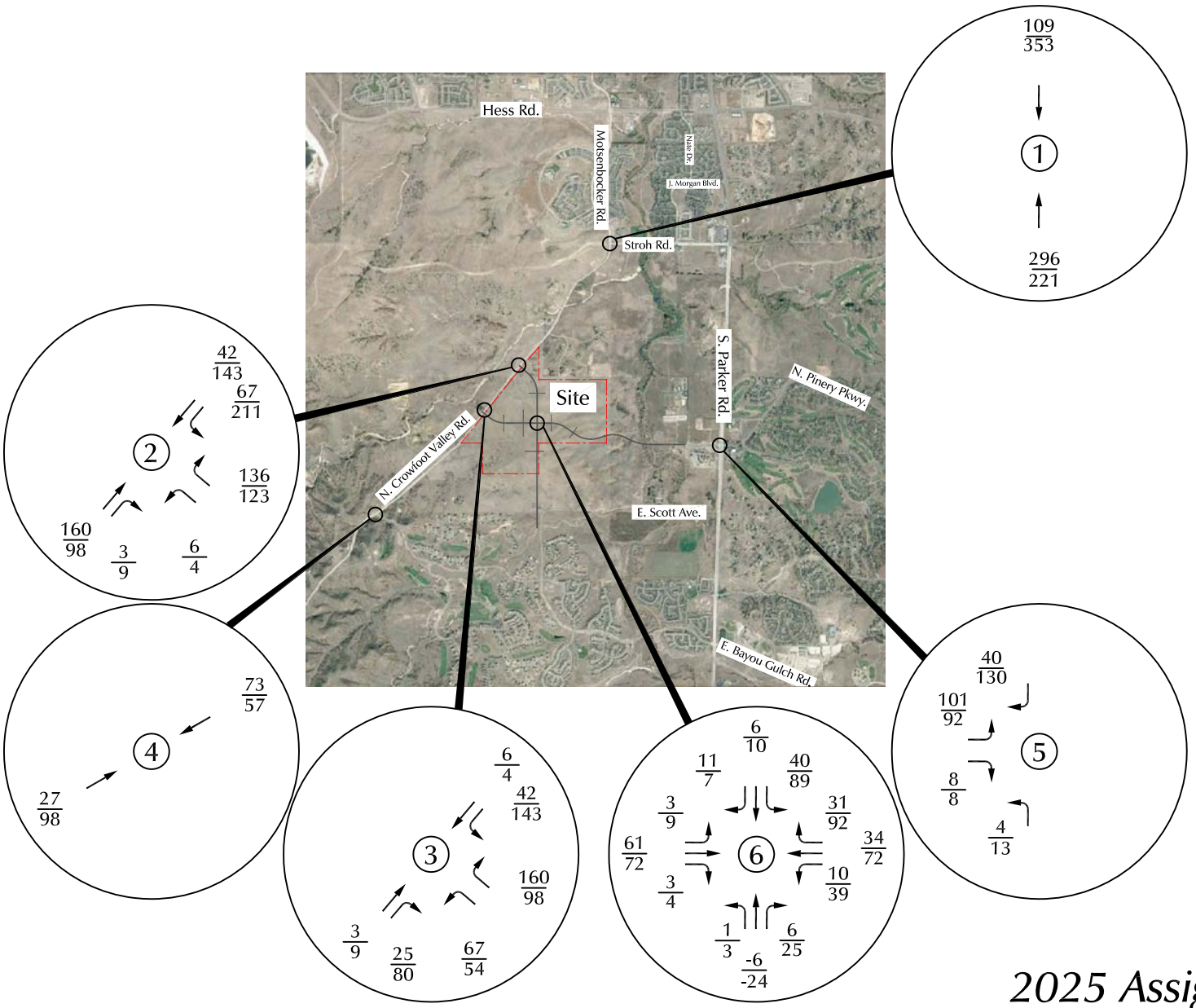
LEGEND:

$\frac{5\%}{5\%}$ = $\frac{\text{Short–Term Percent Directional Distribution}}{\text{Long–Term Percent Directional Distribution}}$

*Figure 6*

# *Directional Distribution of Site Generated Traffic*

Trails at Crowfoot (LSC #160711)




LEGEND:

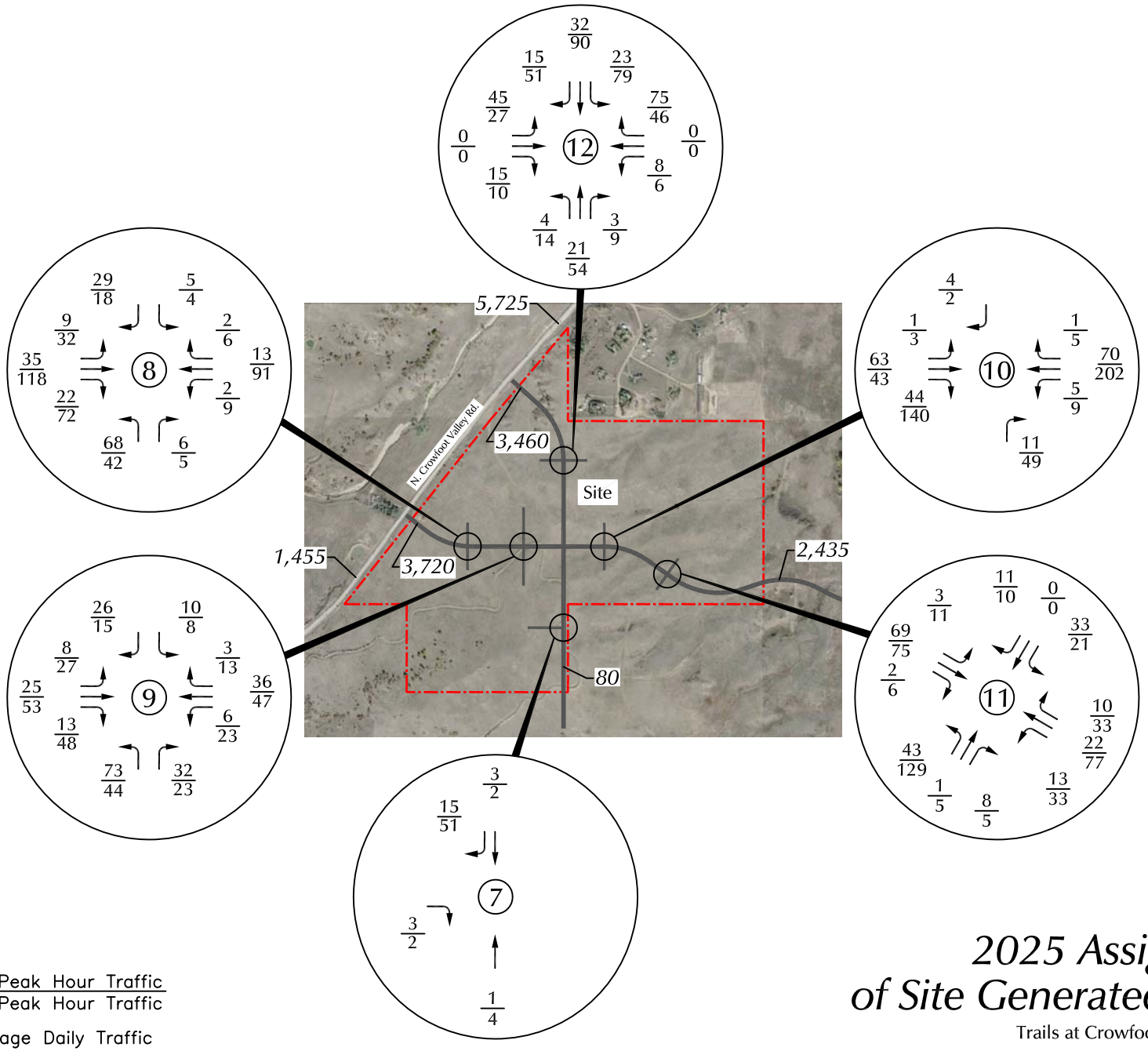
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 7a*

# *2025 Assignment of Site Generated Traffic*

Trails at Crowfoot (LSC #160711)




Approximate Scale
Scale: 1"=2,000'

LEGEND:

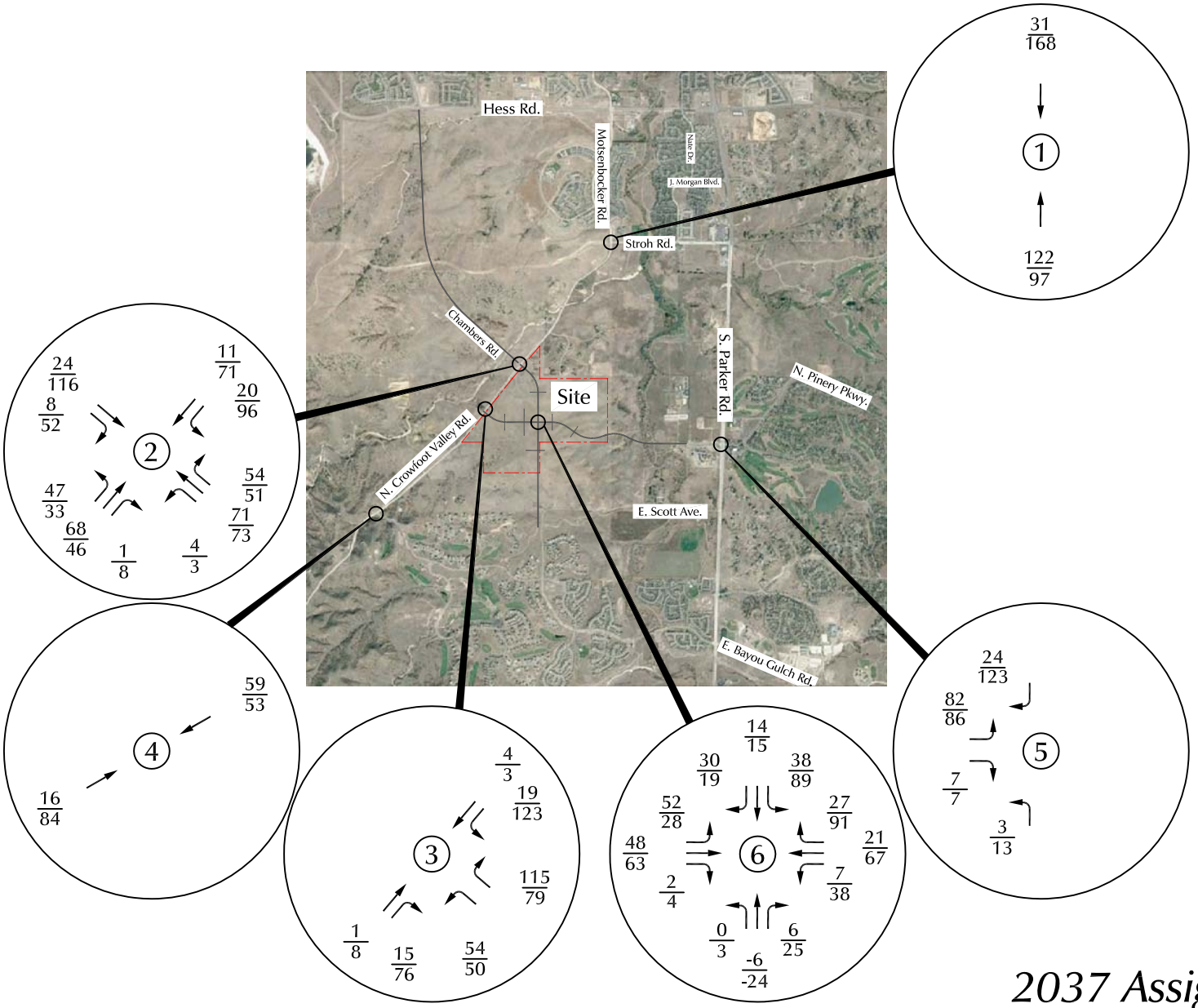
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 7b*

# *2025 Assignment of Site Generated Traffic*

Trails at Crowfoot (LSC #160711)




LEGEND:

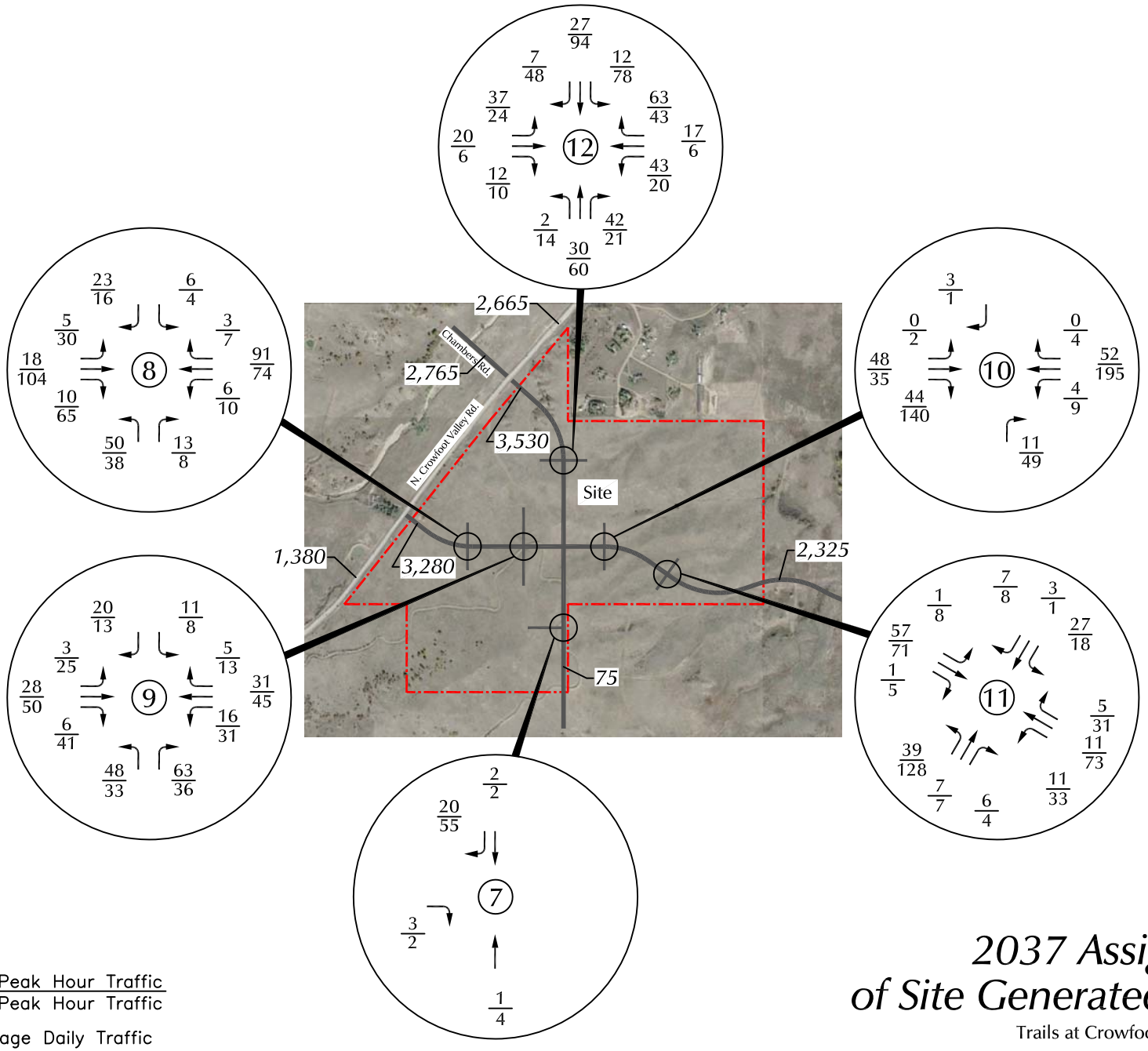
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 8a*

# *2037 Assignment of Site Generated Traffic*

Trails at Crowfoot (LSC #160711)




LEGEND:

$\frac{26}{35}$ = AM Peak Hour Traffic / PM Peak Hour Traffic

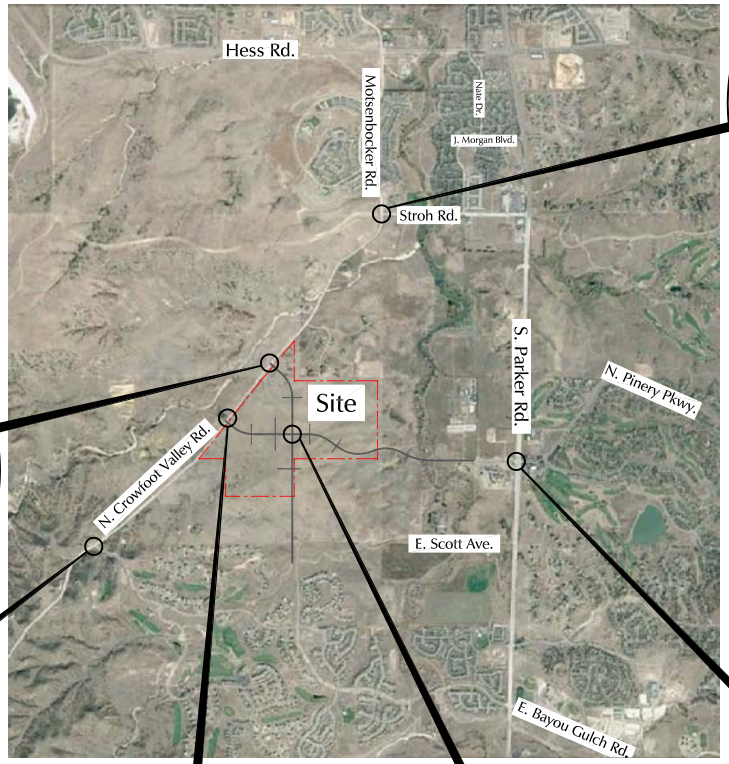
1,000 = Average Daily Traffic

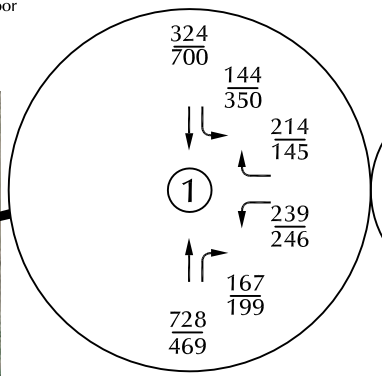
*Figure 8b*

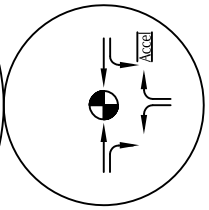
# *2037 Assignment of Site Generated Traffic*

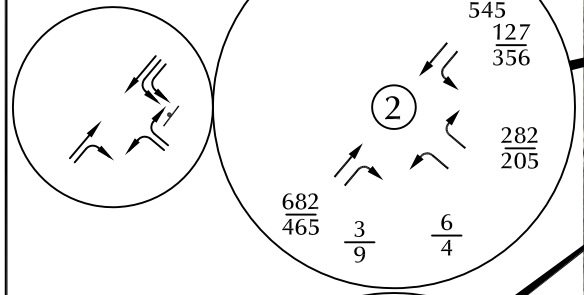
Trails at Crowfoot (LSC #160711)

✻ A dedicated westbound right-turn lane and a right-turn acceleration lane are needed to mitigate poor levels of service.

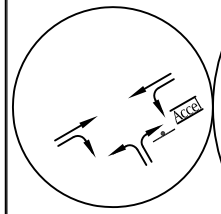


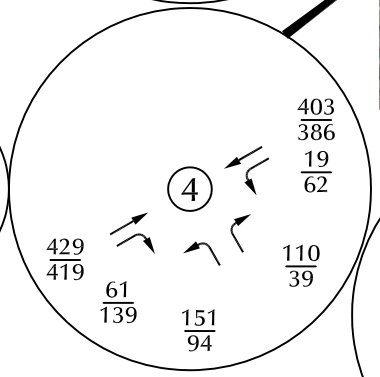



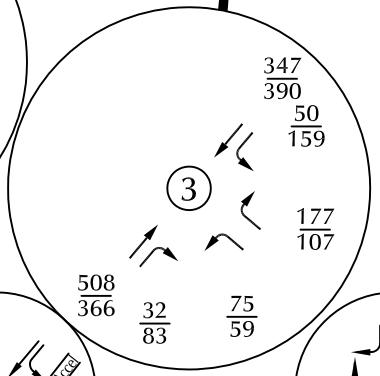



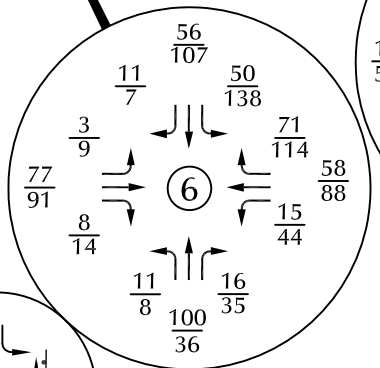



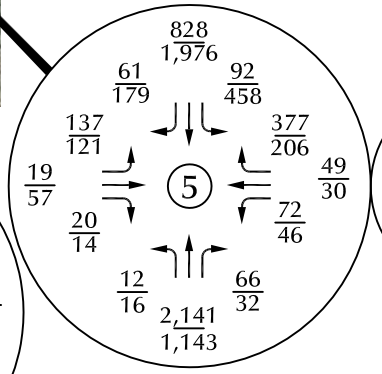


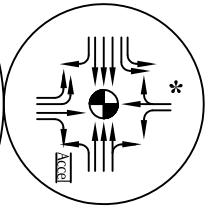



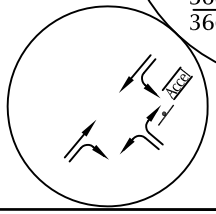



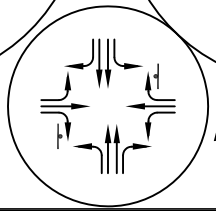



LEGEND:

= Stop Sign

= Traffic Signal

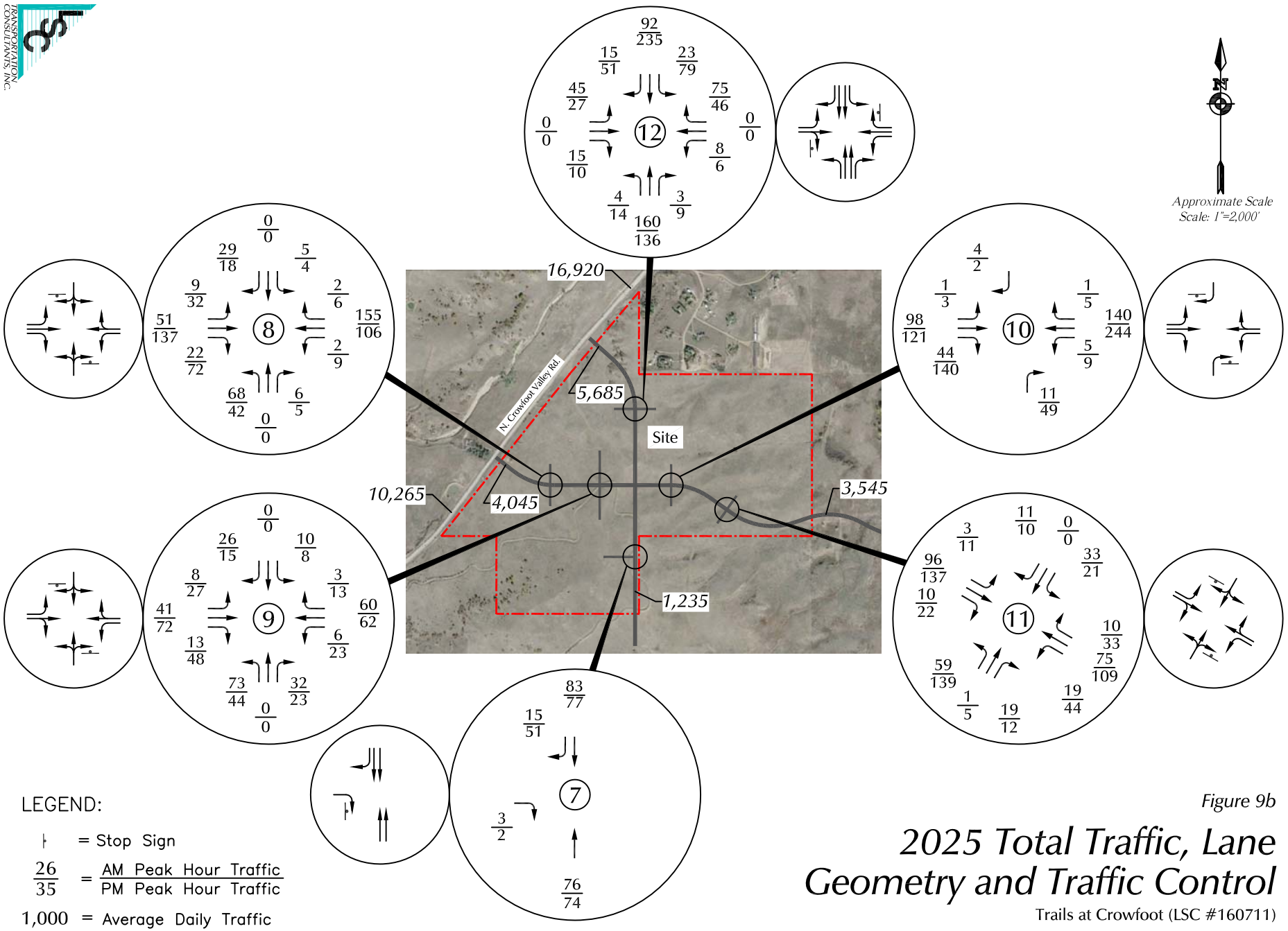
$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 9a*

# *2025 Total Traffic, Lane Geometry and Traffic Control*

Trails at Crowfoot (LSC #160711)




LEGEND:

= Stop Sign

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

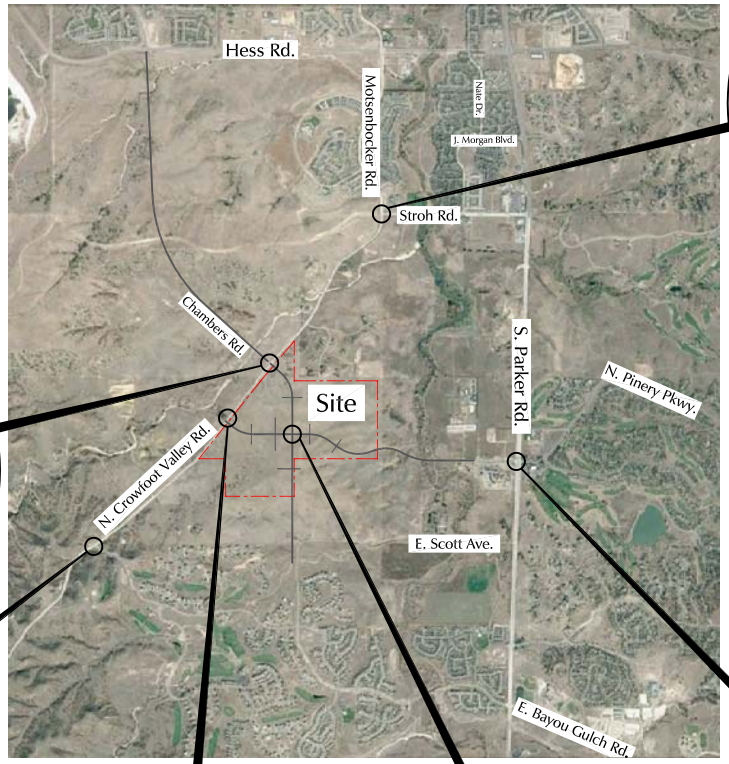
1,000 = Average Daily Traffic

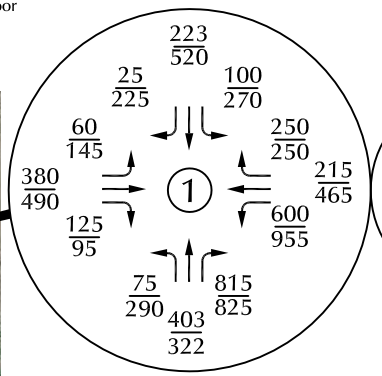
*Figure 9b*

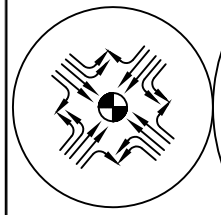
# *2025 Total Traffic, Lane Geometry and Traffic Control*

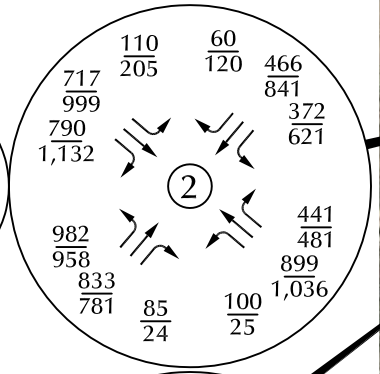
Trails at Crowfoot (LSC #160711)

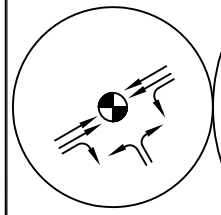
✲ A dedicated westbound right-turn lane and a right-turn acceleration lane are needed to mitigate poor levels of service.

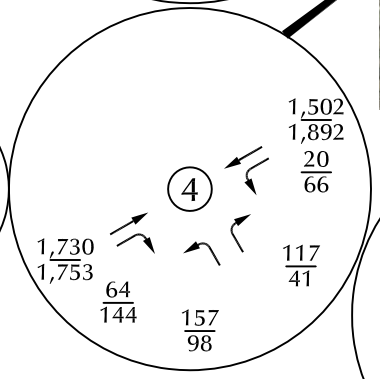


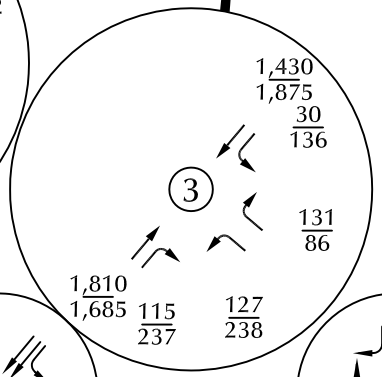



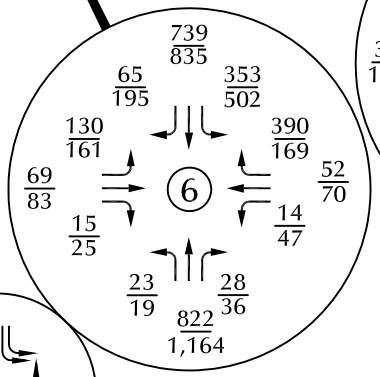



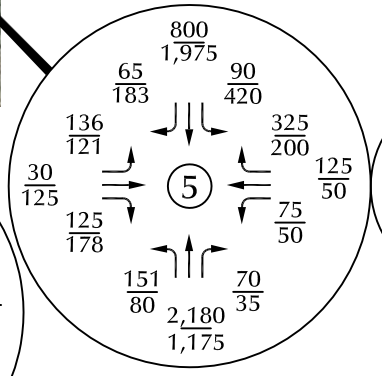


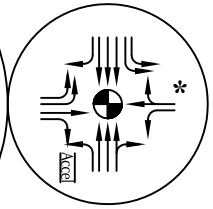



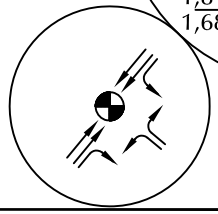


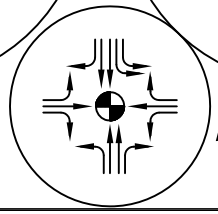





LEGEND:

= Stop Sign

= Traffic Signal

$\frac{26}{35}$ = $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$

1,000 = Average Daily Traffic

*Figure 10a*

# *2037 Total Traffic, Lane Geometry and Traffic Control*

Trails at Crowfoot (LSC #160711)

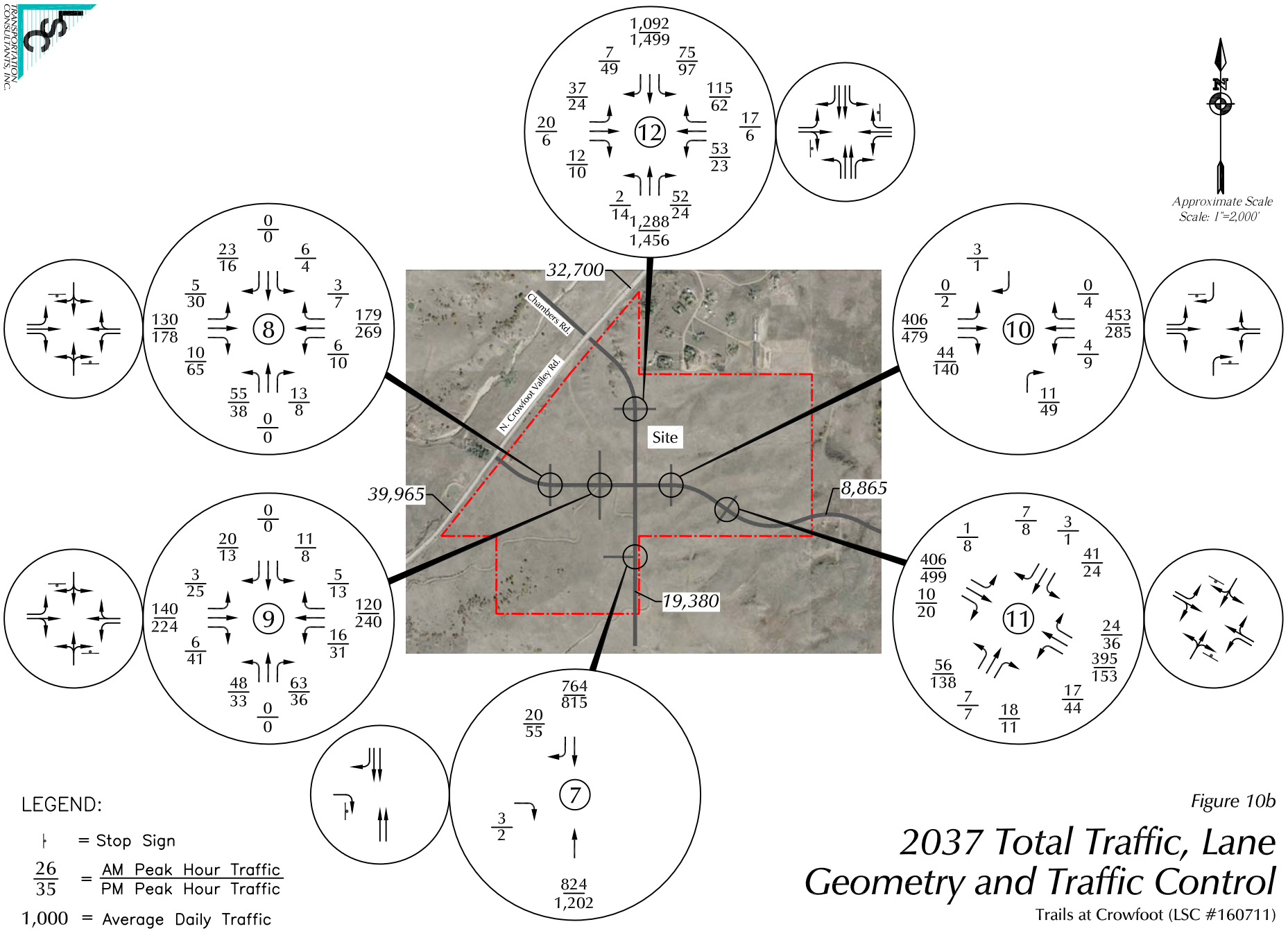



*Figure 10b*

# *2037 Total Traffic, Lane Geometry and Traffic Control*

Trails at Crowfoot (LSC #160711)

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER,COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD
E/W STREET: HESS RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : MOTSHESSA
Site Code : 00000014
Start Date : 5/3/2017
Page No : 1

Groups Printed- VEHICLES

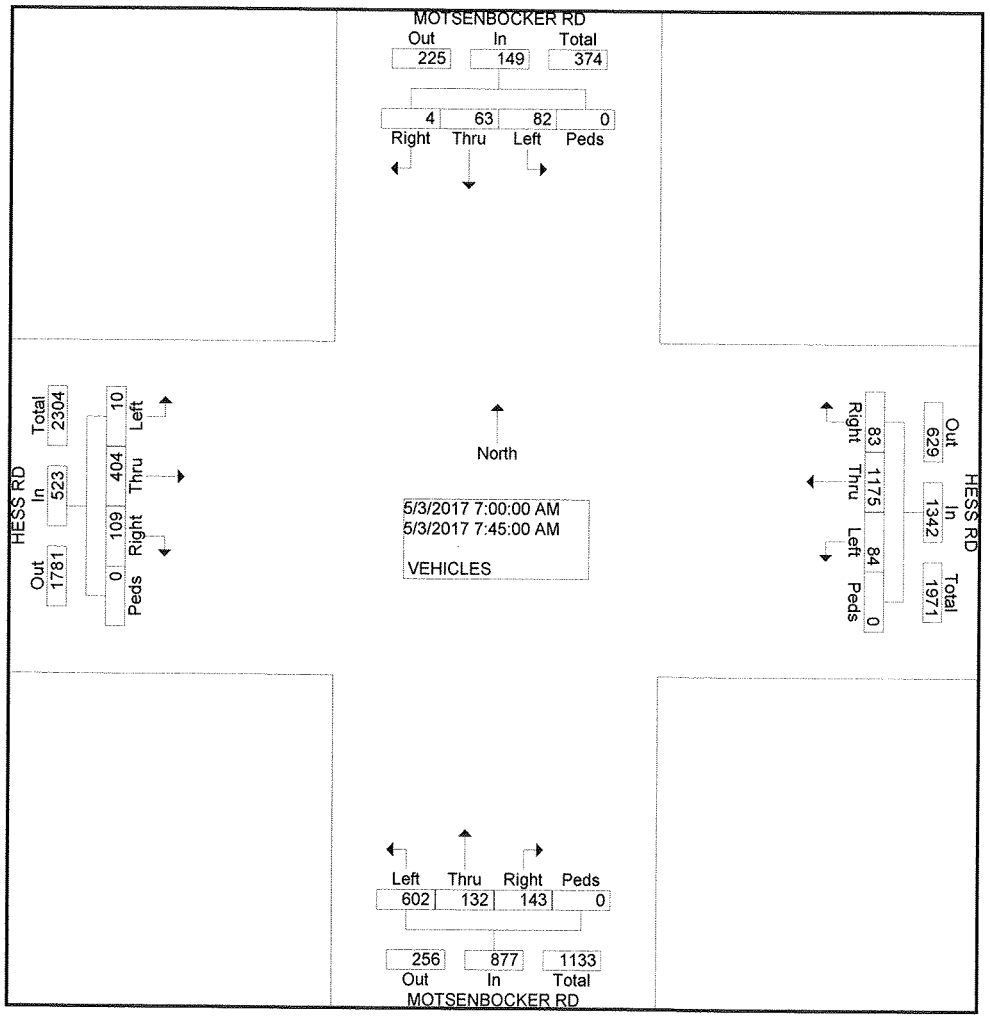
| | MOTSENBOCKER RD Southbound | | | | HESS RD Westbound | | | | MOTSENBOCKER RD Northbound | | | | HESS RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 06:30 AM | 8 | 5 | 0 | 0 | 16 | 233 | 10 | 0 | 69 | 4 | 22 | 0 | 2 | 52 | 13 | 0 | 434 |
| 06:45 AM | 19 | 8 | 0 | 0 | 19 | 234 | 18 | 0 | 102 | 15 | 30 | 0 | 3 | 99 | 19 | 0 | 566 |
| Total | 27 | 13 | 0 | 0 | 35 | 467 | 28 | 0 | 171 | 19 | 52 | 0 | 5 | 151 | 32 | 0 | 1000 |
| 07:00 AM | 11 | 7 | 1 | 0 | 18 | 270 | 8 | 0 | 107 | 18 | 38 | 0 | 3 | 103 | 22 | 0 | 606 |
| 07:15 AM | 15 | 9 | 1 | 0 | 16 | 304 | 12 | 0 | 155 | 34 | 44 | 0 | 5 | 108 | 19 | 0 | 722 |
| 07:30 AM | 21 | 20 | 0 | 0 | 23 | 329 | 37 | 0 | 165 | 42 | 33 | 0 | 0 | 111 | 29 | 0 | 810 |
| 07:45 AM | 35 | 27 | 2 | 0 | 27 | 272 | 26 | 0 | 175 | 38 | 28 | 0 | 2 | 82 | 39 | 0 | 753 |
| Total | 82 | 63 | 4 | 0 | 84 | 1175 | 83 | 0 | 602 | 132 | 143 | 0 | 10 | 404 | 109 | 0 | 2891 |
| 08:00 AM | 16 | 11 | 1 | 0 | 18 | 261 | 12 | 0 | 160 | 26 | 17 | 0 | 5 | 94 | 39 | 0 | 660 |
| 08:15 AM | 25 | 14 | 0 | 0 | 22 | 232 | 13 | 0 | 146 | 30 | 33 | 0 | 1 | 146 | 57 | 0 | 719 |
| Total | 41 | 25 | 1 | 0 | 40 | 493 | 25 | 0 | 306 | 56 | 50 | 0 | 6 | 240 | 96 | 0 | 1379 |
| 04:00 PM | 20 | 21 | 4 | 1 | 39 | 102 | 6 | 0 | 59 | 22 | 66 | 0 | 2 | 189 | 110 | 1 | 642 |
| 04:15 PM | 23 | 21 | 4 | 0 | 41 | 138 | 15 | 2 | 36 | 17 | 29 | 0 | 3 | 267 | 108 | 0 | 704 |
| 04:30 PM | 16 | 20 | 2 | 0 | 25 | 120 | 21 | 4 | 36 | 16 | 26 | 0 | 4 | 270 | 109 | 0 | 669 |
| 04:45 PM | 6 | 18 | 3 | 0 | 31 | 114 | 14 | 2 | 34 | 15 | 28 | 0 | 3 | 269 | 103 | 0 | 640 |
| Total | 65 | 80 | 13 | 1 | 136 | 474 | 56 | 8 | 165 | 70 | 149 | 0 | 12 | 995 | 430 | 1 | 2655 |
| 05:00 PM | 21 | 16 | 0 | 0 | 39 | 98 | 10 | 1 | 45 | 14 | 28 | 0 | 1 | 261 | 86 | 2 | 622 |
| 05:15 PM | 11 | 24 | 1 | 0 | 19 | 138 | 10 | 0 | 31 | 16 | 28 | 0 | 3 | 331 | 128 | 2 | 742 |
| 05:30 PM | 17 | 20 | 3 | 0 | 26 | 103 | 18 | 0 | 36 | 15 | 32 | 0 | 2 | 285 | 103 | 0 | 660 |
| 05:45 PM | 16 | 12 | 0 | 0 | 33 | 113 | 6 | 0 | 24 | 12 | 36 | 0 | 3 | 285 | 105 | 2 | 647 |
| Total | 65 | 72 | 4 | 0 | 117 | 452 | 44 | 1 | 136 | 57 | 124 | 0 | 9 | 1162 | 422 | 6 | 2671 |
| Grand Total | 280 | 253 | 22 | 1 | 412 | 3061 | 236 | 9 | 1380 | 334 | 518 | 0 | 42 | 2952 | 1089 | 7 | 10596 |
| Apprch % | 50.4 | 45.5 | 4.0 | 0.2 | 11.1 | 82.3 | 6.3 | 0.2 | 61.8 | 15.0 | 23.2 | 0.0 | 1.0 | 72.2 | 26.6 | 0.2 | |
| Total % | 2.6 | 2.4 | 0.2 | 0.0 | 3.9 | 28.9 | 2.2 | 0.1 | 13.0 | 3.2 | 4.9 | 0.0 | 0.4 | 27.9 | 10.3 | 0.1 | |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER,COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD
E/W STREET: HESS RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : MOTSHESSA
Site Code : 00000014
Start Date : 5/3/2017


| | MOTSENBOCKER RD Southbound | | | | | HESS RD Westbound | | | | | MOTSENBOCKER RD Northbound | | | | | HESS RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 82 | 63 | 4 | 0 | 149 | 84 | 1175 | 83 | 0 | 1342 | 602 | 132 | 143 | 0 | 877 | 10 | 404 | 109 | 0 | 523 | 2891 |
| Percent | 55.0 | 42.3 | 2.7 | 0.0 | | 6.3 | 87.6 | 6.2 | 0.0 | | 68.6 | 15.1 | 16.3 | 0.0 | | 1.9 | 77.2 | 20.8 | 0.0 | | |
| 07:30 Volume | 21 | 20 | 0 | 0 | 41 | 23 | 329 | 37 | 0 | 389 | 165 | 42 | 33 | 0 | 240 | 0 | 111 | 29 | 0 | 140 | 810 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.892 |
| High Int. | 07:45 AM | | | | | 07:30 AM | | | | | 07:45 AM | | | | | 07:30 AM | | | | | |
| Volume | 35 | 27 | 2 | 0 | 64 | 23 | 329 | 37 | 0 | 389 | 175 | 38 | 28 | 0 | 241 | 0 | 111 | 29 | 0 | 140 | |
| Peak Factor | | | | | 0.582 | | | | | 0.862 | | | | | 0.910 | | | | | 0.934 | |

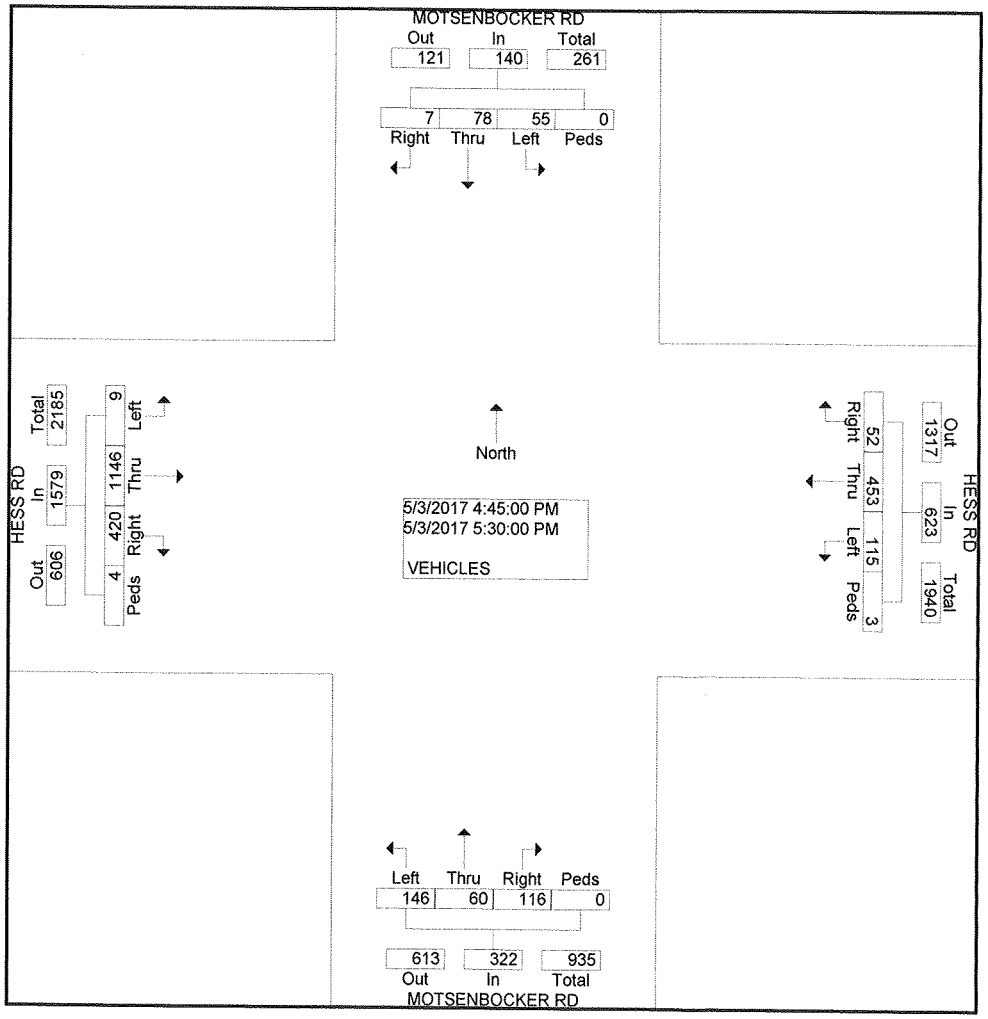


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD
E/W STREET: HESS RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : MOTSHESSA
Site Code : 00000014
Start Date : 5/3/2017
Page No : 2

| | MOTSENBOCKER RD Southbound | | | | | HESS RD Westbound | | | | | MOTSENBOCKER RD Northbound | | | | | HESS RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 55 | 78 | 7 | 0 | 140 | 115 | 453 | 52 | 3 | 623 | 146 | 60 | 116 | 0 | 322 | 9 | 1146 | 420 | 4 | 1579 | 2664 |
| Percent | 39.3 | 55.7 | 5.0 | 0.0 | | 18.5 | 72.7 | 8.3 | 0.5 | | 45.3 | 18.6 | 36.0 | 0.0 | | 0.6 | 72.6 | 26.6 | 0.3 | | |
| 05:15 Volume | 11 | 24 | 1 | 0 | 36 | 19 | 138 | 10 | 0 | 167 | 31 | 16 | 28 | 0 | 75 | 3 | 331 | 128 | 2 | 464 | 742 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.898 |
| High Int. | 05:30 PM | | | | | 05:15 PM | | | | | 05:00 PM | | | | | 05:15 PM | | | | | |
| Volume | 17 | 20 | 3 | 0 | 40 | 19 | 138 | 10 | 0 | 167 | 45 | 14 | 28 | 0 | 87 | 3 | 331 | 128 | 2 | 464 | |
| Peak Factor | | | | | 0.875 | | | | | 0.933 | | | | | 0.925 | | | | | 0.851 | |



## COUNTER MEASURES INC.

1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD/CROWFOOT RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWSTRO
Site Code : 00000017
Start Date : 5/3/2017
Page No : 1

Groups Printed- VEHICLES

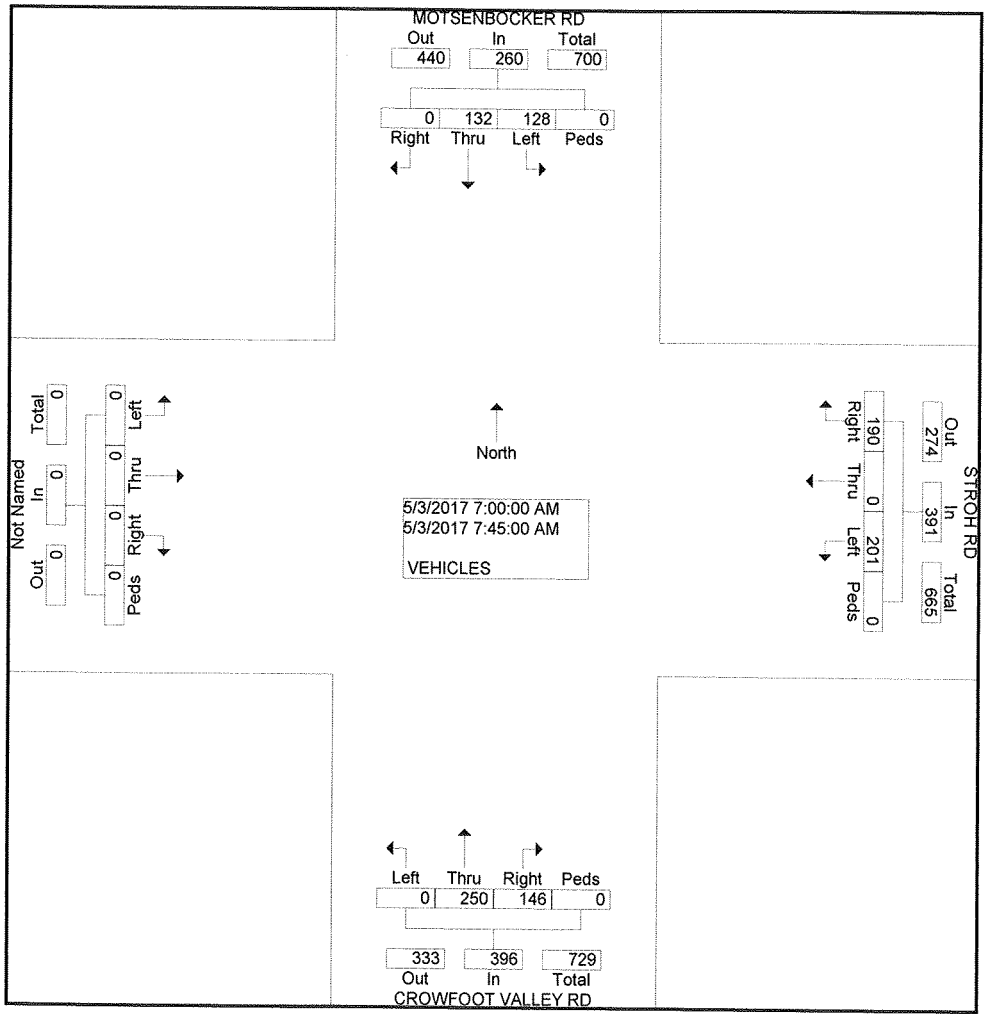
| | MOTSENBOCKER RD Southbound | | | | STROH RD Westbound | | | | CROWFOOT VALLEY RD Northbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 06:30 AM | 14 | 21 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 17 | 26 | 0 | 0 | 0 | 0 | 0 | 126 |
| 06:45 AM | 22 | 19 | 0 | 0 | 30 | 0 | 26 | 0 | 0 | 40 | 25 | 0 | 0 | 0 | 0 | 0 | 162 |
| Total | 36 | 40 | 0 | 0 | 54 | 0 | 50 | 0 | 0 | 57 | 51 | 0 | 0 | 0 | 0 | 0 | 288 |
| 07:00 AM | 35 | 28 | 0 | 0 | 48 | 0 | 42 | 0 | 0 | 47 | 26 | 0 | 0 | 0 | 0 | 0 | 226 |
| 07:15 AM | 26 | 26 | 0 | 0 | 51 | 0 | 45 | 0 | 0 | 52 | 46 | 0 | 0 | 0 | 0 | 0 | 246 |
| 07:30 AM | 26 | 30 | 0 | 0 | 59 | 0 | 58 | 0 | 0 | 85 | 48 | 0 | 0 | 0 | 0 | 0 | 306 |
| 07:45 AM | 41 | 48 | 0 | 0 | 43 | 0 | 45 | 0 | 0 | 66 | 26 | 0 | 0 | 0 | 0 | 0 | 269 |
| Total | 128 | 132 | 0 | 0 | 201 | 0 | 190 | 0 | 0 | 250 | 146 | 0 | 0 | 0 | 0 | 0 | 1047 |
| 08:00 AM | 27 | 32 | 0 | 0 | 32 | 0 | 43 | 0 | 0 | 45 | 27 | 0 | 0 | 0 | 0 | 0 | 206 |
| 08:15 AM | 19 | 27 | 0 | 0 | 34 | 0 | 42 | 0 | 0 | 37 | 46 | 0 | 0 | 0 | 0 | 0 | 205 |
| Total | 46 | 59 | 0 | 0 | 66 | 0 | 85 | 0 | 0 | 82 | 73 | 0 | 0 | 0 | 0 | 0 | 411 |
| 04:00 PM | 100 | 66 | 0 | 0 | 45 | 0 | 38 | 0 | 0 | 13 | 54 | 1 | 0 | 0 | 0 | 0 | 317 |
| 04:15 PM | 63 | 42 | 0 | 0 | 47 | 0 | 33 | 0 | 0 | 29 | 56 | 1 | 0 | 0 | 0 | 0 | 271 |
| 04:30 PM | 84 | 40 | 0 | 1 | 44 | 0 | 27 | 0 | 0 | 41 | 34 | 0 | 0 | 0 | 0 | 0 | 271 |
| 04:45 PM | 74 | 54 | 0 | 0 | 56 | 0 | 37 | 0 | 0 | 39 | 47 | 1 | 0 | 0 | 0 | 0 | 308 |
| Total | 321 | 202 | 0 | 1 | 192 | 0 | 135 | 0 | 0 | 122 | 191 | 3 | 0 | 0 | 0 | 0 | 1167 |
| 05:00 PM | 97 | 37 | 0 | 0 | 52 | 0 | 40 | 0 | 0 | 29 | 40 | 0 | 0 | 0 | 0 | 0 | 295 |
| 05:15 PM | 67 | 42 | 0 | 0 | 50 | 0 | 28 | 0 | 0 | 41 | 44 | 0 | 0 | 0 | 0 | 0 | 272 |
| 05:30 PM | 73 | 37 | 0 | 0 | 54 | 0 | 24 | 0 | 0 | 33 | 35 | 2 | 0 | 0 | 0 | 0 | 258 |
| 05:45 PM | 73 | 43 | 0 | 0 | 47 | 0 | 37 | 0 | 0 | 23 | 44 | 0 | 0 | 0 | 0 | 0 | 267 |
| Total | 310 | 159 | 0 | 0 | 203 | 0 | 129 | 0 | 0 | 126 | 163 | 2 | 0 | 0 | 0 | 0 | 1092 |
| Grand Total | 841 | 592 | 0 | 1 | 716 | 0 | 589 | 0 | 0 | 637 | 624 | 5 | 0 | 0 | 0 | 0 | 4005 |
| Apprch % | 58.6 | 41.3 | 0.0 | 0.1 | 54.9 | 0.0 | 45.1 | 0.0 | 0.0 | 50.3 | 49.3 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 21.0 | 14.8 | 0.0 | 0.0 | 17.9 | 0.0 | 14.7 | 0.0 | 0.0 | 15.9 | 15.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD/CROWFOOT RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWSTRO
Site Code : 00000017
Start Date : 5/3/2017
Page No : 2

| | MOTSENBOCKER RD Southbound | | | | | STROH RD Westbound | | | | | CROWFOOT VALLEY RD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 128 | 132 | 0 | 0 | 260 | 201 | 0 | 190 | 0 | 391 | 0 | 250 | 146 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 1047 |
| Percent | 49.2 | 50.8 | 0.0 | 0.0 | | 51.4 | 0.0 | 48.6 | 0.0 | | 0.0 | 63.1 | 36.9 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:30 Volume | 26 | 30 | 0 | 0 | 56 | 59 | 0 | 58 | 0 | 117 | 0 | 85 | 48 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 306 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.855 |
| High Int. | 07:45 AM | | | | | 07:30 AM | | | | | 07:30 AM | | | | | 6:15:00 AM | | | | | |
| Volume | 41 | 48 | 0 | 0 | 89 | 59 | 0 | 58 | 0 | 117 | 0 | 85 | 48 | 0 | 133 | | | | | | |
| Peak Factor | | | | | 0.730 | | | | | 0.835 | | | | | 0.744 | | | | | | |

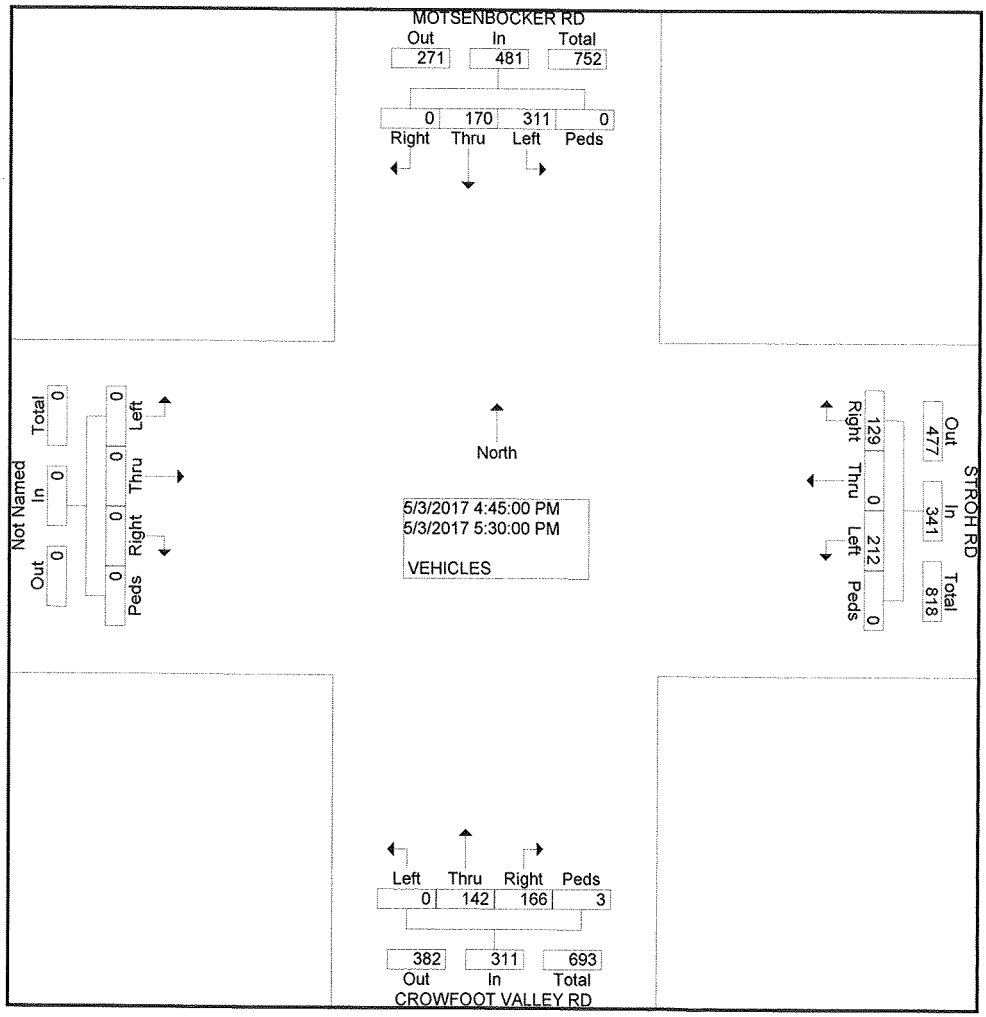


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: MOTSENBOCKER RD/CROWFOOT RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWSTRO
Site Code : 00000017
Start Date : 5/3/2017
Page No : 2

| | MOTSENBOCKER RD Southbound | | | | | STROH RD Westbound | | | | | CROWFOOT VALLEY RD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 311 | 170 | 0 | 0 | 481 | 212 | 0 | 129 | 0 | 341 | 0 | 142 | 166 | 3 | 311 | 0 | 0 | 0 | 0 | 0 | 1133 |
| Percent | 64.7 | 35.3 | 0.0 | 0.0 | | 62.2 | 0.0 | 37.8 | 0.0 | | 0.0 | 45.7 | 53.4 | 1.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 04:45 Volume | 74 | 54 | 0 | 0 | 128 | 56 | 0 | 37 | 0 | 93 | 0 | 39 | 47 | 1 | 87 | 0 | 0 | 0 | 0 | 0 | 308 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.920 |
| High Int. | 05:00 PM | | | | | 04:45 PM | | | | | 04:45 PM | | | | | | | | | | |
| Volume | 97 | 37 | 0 | 0 | 134 | 56 | 0 | 37 | 0 | 93 | 0 | 39 | 47 | 1 | 87 | | | | | | |
| Peak Factor | | | | | 0.897 | | | | | 0.917 | | | | | 0.894 | | | | | | |



**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CROWFOOT VALLEY RD
E/W STREET: PRADERA PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWPRAD
Site Code : 00000005
Start Date : 5/2/2017
Page No : 1

Groups Printed- VEHICLES

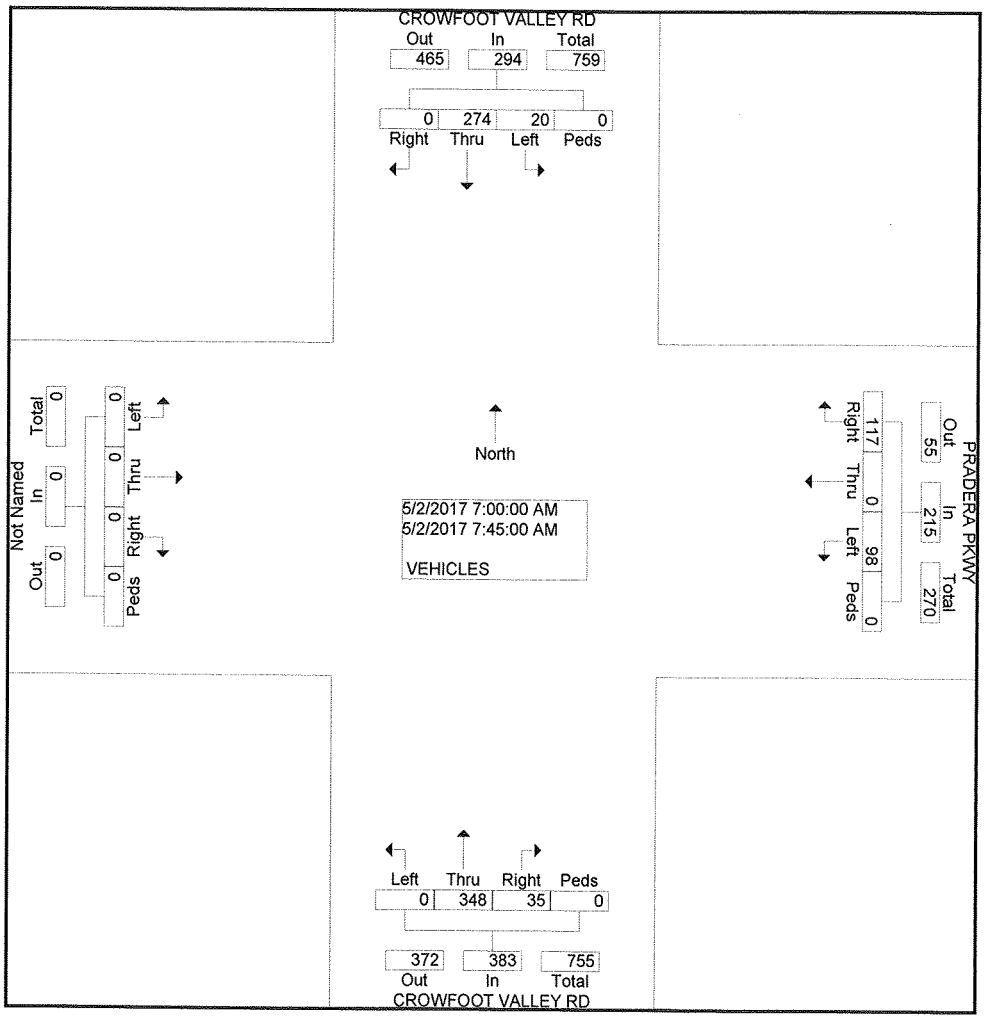
| | CROWFOOT VALLEY RD Southbound | | | | PRADERA PKWY Westbound | | | | CROWFOOT VALLEY RD Northbound | | | | Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 06:30 AM | 2 | 36 | 0 | 0 | 20 | 0 | 11 | 0 | 0 | 43 | 9 | 0 | 0 | 0 | 0 | 0 | 121 |
| 06:45 AM | 3 | 44 | 0 | 0 | 29 | 0 | 13 | 0 | 0 | 62 | 8 | 0 | 0 | 0 | 0 | 0 | 159 |
| Total | 5 | 80 | 0 | 0 | 49 | 0 | 24 | 0 | 0 | 105 | 17 | 0 | 0 | 0 | 0 | 0 | 280 |
| 07:00 AM | 5 | 49 | 0 | 0 | 18 | 0 | 22 | 0 | 0 | 75 | 6 | 0 | 0 | 0 | 0 | 0 | 175 |
| 07:15 AM | 3 | 69 | 0 | 0 | 25 | 0 | 26 | 0 | 0 | 91 | 4 | 0 | 0 | 0 | 0 | 0 | 218 |
| 07:30 AM | 3 | 79 | 0 | 0 | 23 | 0 | 36 | 0 | 0 | 101 | 11 | 0 | 0 | 0 | 0 | 0 | 253 |
| 07:45 AM | 9 | 77 | 0 | 0 | 32 | 0 | 33 | 0 | 0 | 81 | 14 | 0 | 0 | 0 | 0 | 0 | 246 |
| Total | 20 | 274 | 0 | 0 | 98 | 0 | 117 | 0 | 0 | 348 | 35 | 0 | 0 | 0 | 0 | 0 | 892 |
| 08:00 AM | 13 | 56 | 0 | 0 | 26 | 0 | 28 | 0 | 0 | 116 | 5 | 0 | 0 | 0 | 0 | 0 | 244 |
| 08:15 AM | 11 | 83 | 0 | 0 | 18 | 0 | 17 | 0 | 0 | 123 | 10 | 0 | 0 | 0 | 0 | 0 | 262 |
| Total | 24 | 139 | 0 | 0 | 44 | 0 | 45 | 0 | 0 | 239 | 15 | 0 | 0 | 0 | 0 | 0 | 506 |
| 04:00 PM | 14 | 66 | 0 | 0 | 23 | 0 | 12 | 0 | 0 | 52 | 30 | 0 | 0 | 0 | 0 | 0 | 197 |
| 04:15 PM | 25 | 78 | 0 | 0 | 15 | 0 | 10 | 0 | 0 | 74 | 21 | 0 | 0 | 0 | 0 | 0 | 223 |
| 04:30 PM | 16 | 79 | 0 | 0 | 16 | 0 | 12 | 0 | 0 | 63 | 33 | 0 | 0 | 0 | 0 | 0 | 219 |
| 04:45 PM | 8 | 73 | 0 | 0 | 12 | 0 | 9 | 0 | 0 | 76 | 19 | 0 | 0 | 0 | 0 | 0 | 197 |
| Total | 63 | 296 | 0 | 0 | 66 | 0 | 43 | 0 | 0 | 265 | 103 | 0 | 0 | 0 | 0 | 0 | 836 |
| 05:00 PM | 20 | 65 | 0 | 0 | 15 | 0 | 12 | 0 | 0 | 67 | 22 | 0 | 0 | 0 | 0 | 0 | 201 |
| 05:15 PM | 14 | 82 | 0 | 0 | 15 | 0 | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 0 | 224 |
| 05:30 PM | 24 | 61 | 0 | 0 | 20 | 0 | 7 | 0 | 0 | 52 | 24 | 0 | 0 | 0 | 0 | 0 | 188 |
| 05:45 PM | 29 | 60 | 0 | 0 | 13 | 0 | 13 | 0 | 0 | 60 | 37 | 0 | 0 | 0 | 0 | 0 | 212 |
| Total | 87 | 268 | 0 | 0 | 63 | 0 | 45 | 0 | 0 | 256 | 106 | 0 | 0 | 0 | 0 | 0 | 825 |
| Grand Total | 199 | 1057 | 0 | 0 | 320 | 0 | 274 | 0 | 0 | 1213 | 276 | 0 | 0 | 0 | 0 | 0 | 3339 |
| Apprch % | 15.8 | 84.2 | 0.0 | 0.0 | 53.9 | 0.0 | 46.1 | 0.0 | 0.0 | 81.5 | 18.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total % | 6.0 | 31.7 | 0.0 | 0.0 | 9.6 | 0.0 | 8.2 | 0.0 | 0.0 | 36.3 | 8.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CROWFOOT VALLEY RD
E/W STREET: PRADERA PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWPRAD
Site Code : 00000005
Start Date : 5/2/2017
Page No : 2

| | CROWFOOT VALLEY RD Southbound | | | | | PRADERA PKWY Westbound | | | | | CROWFOOT VALLEY RD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 20 | 274 | 0 | 0 | 294 | 98 | 0 | 117 | 0 | 215 | 0 | 348 | 35 | 0 | 383 | 0 | 0 | 0 | 0 | 0 | 892 |
| Percent | 6.8 | 93.2 | 0.0 | 0.0 | | 45.6 | 0.0 | 54.4 | 0.0 | | 0.0 | 90.9 | 9.1 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 07:30 Volume | 3 | 79 | 0 | 0 | 82 | 23 | 0 | 36 | 0 | 59 | 0 | 101 | 11 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 253 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.881 |
| High Int. | 07:45 AM | | | | | 07:45 AM | | | | | 07:30 AM | | | | | | | | | | |
| Volume | 9 | 77 | 0 | 0 | 86 | 32 | 0 | 33 | 0 | 65 | 0 | 101 | 11 | 0 | 112 | | | | | | |
| Peak Factor | | | | | 0.855 | | | | | 0.827 | | | | | 0.855 | | | | | | |

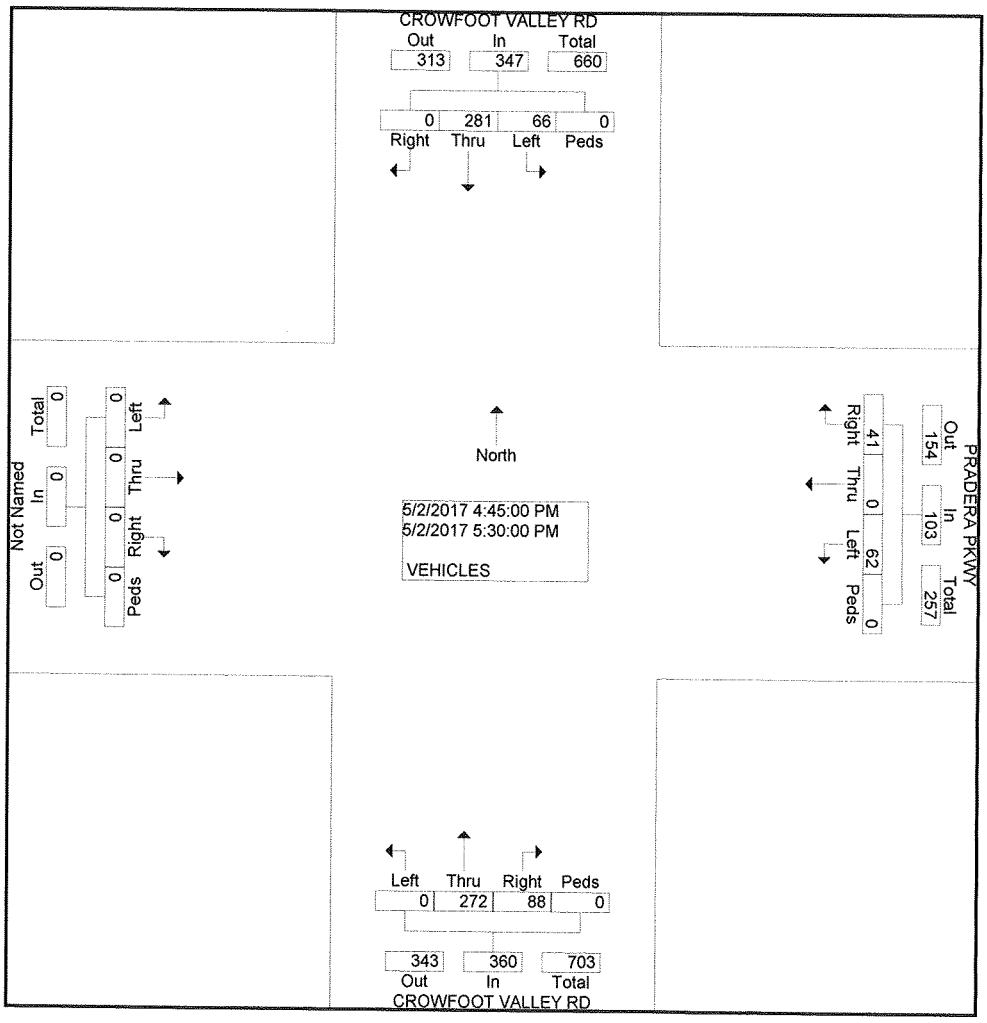


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: CROWFOOT VALLEY RD
E/W STREET: PRADERA PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : CROWPRAD
Site Code : 00000005
Start Date : 5/2/2017
Page No : 2

| | CROWFOOT VALLEY RD Southbound | | | | | PRADERA PKWY Westbound | | | | | CROWFOOT VALLEY RD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 66 | 281 | 0 | 0 | 347 | 62 | 0 | 41 | 0 | 103 | 0 | 272 | 88 | 0 | 360 | 0 | 0 | 0 | 0 | 0 | 810 |
| Percent | 19.0 | 81.0 | 0.0 | 0.0 | | 60.2 | 0.0 | 39.8 | 0.0 | | 0.0 | 75.6 | 24.4 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | |
| 05:15 Volume | 14 | 82 | 0 | 0 | 96 | 15 | 0 | 13 | 0 | 28 | 0 | 77 | 23 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 224 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.904 |
| High Int. | 05:15 PM | | | | | 05:15 PM | | | | | 05:15 PM | | | | | | | | | | |
| Volume | 14 | 82 | 0 | 0 | 96 | 15 | 0 | 13 | 0 | 28 | 0 | 77 | 23 | 0 | 100 | | | | | | |
| Peak Factor | | | | | 0.904 | | | | | 0.920 | | | | | 0.900 | | | | | | |



**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKSTROB
Site Code : 00000011
Start Date : 5/3/2017
Page No : 1

Groups Printed- 1 - VEHICLES

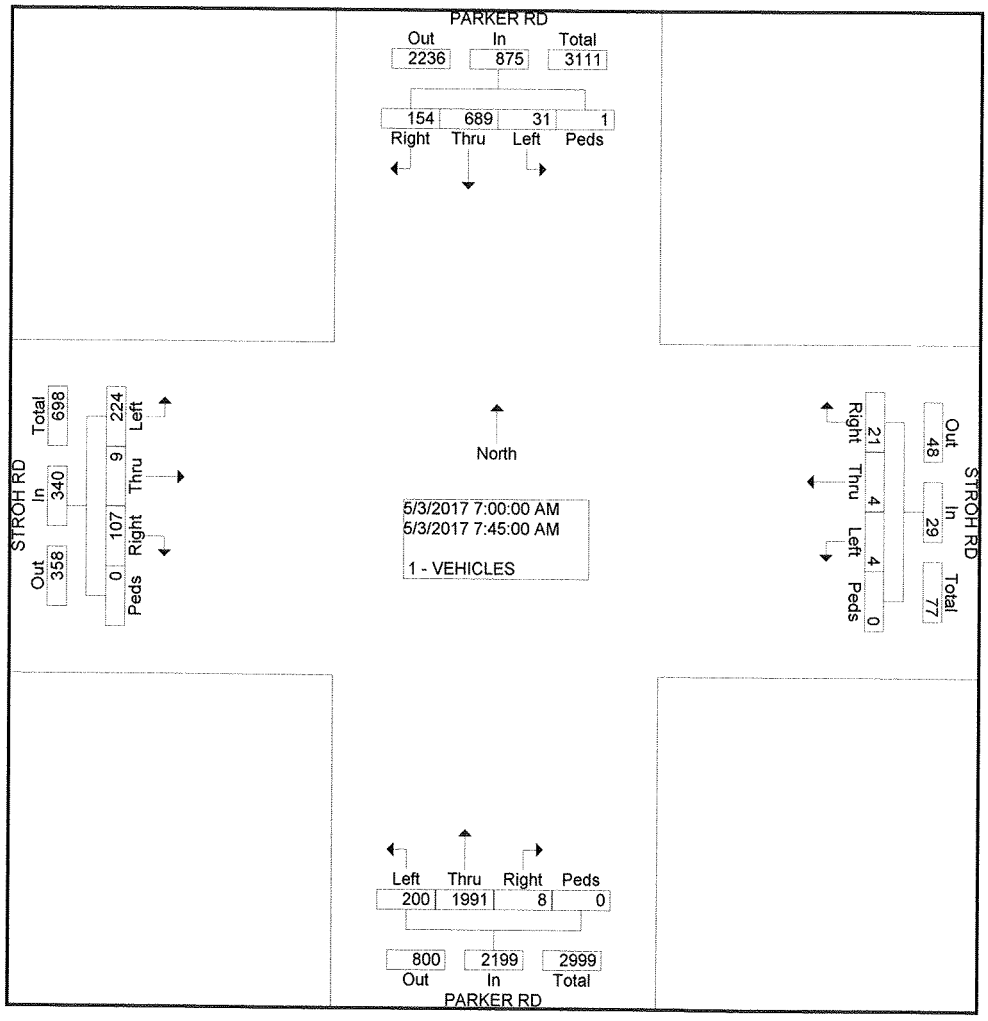
| | PARKER RD Southbound | | | | STROH RD Westbound | | | | PARKER RD Northbound | | | | STROH RD Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 06:30 AM | 6 | 102 | 24 | 0 | 0 | 1 | 6 | 0 | 38 | 348 | 0 | 0 | 35 | 1 | 11 | 0 | 572 |
| 06:45 AM | 6 | 141 | 15 | 0 | 0 | 2 | 1 | 0 | 33 | 419 | 1 | 0 | 41 | 2 | 15 | 0 | 676 |
| Total | 12 | 243 | 39 | 0 | 0 | 3 | 7 | 0 | 71 | 767 | 1 | 0 | 76 | 3 | 26 | 0 | 1248 |
| 07:00 AM | 11 | 171 | 32 | 0 | 1 | 1 | 6 | 0 | 37 | 444 | 1 | 0 | 56 | 2 | 28 | 0 | 790 |
| 07:15 AM | 7 | 156 | 37 | 1 | 0 | 2 | 4 | 0 | 51 | 553 | 3 | 0 | 47 | 5 | 28 | 0 | 894 |
| 07:30 AM | 5 | 180 | 53 | 0 | 1 | 1 | 2 | 0 | 61 | 518 | 2 | 0 | 63 | 2 | 23 | 0 | 911 |
| 07:45 AM | 8 | 182 | 32 | 0 | 2 | 0 | 9 | 0 | 51 | 476 | 2 | 0 | 58 | 0 | 28 | 0 | 848 |
| Total | 31 | 689 | 154 | 1 | 4 | 4 | 21 | 0 | 200 | 1991 | 8 | 0 | 224 | 9 | 107 | 0 | 3443 |
| 08:00 AM | 3 | 165 | 28 | 0 | 0 | 1 | 9 | 0 | 44 | 437 | 3 | 0 | 72 | 3 | 21 | 0 | 786 |
| 08:15 AM | 10 | 183 | 42 | 0 | 1 | 1 | 8 | 0 | 35 | 384 | 0 | 0 | 57 | 2 | 15 | 0 | 738 |
| Total | 13 | 348 | 70 | 0 | 1 | 2 | 17 | 0 | 79 | 821 | 3 | 0 | 129 | 5 | 36 | 0 | 1524 |
| 04:00 PM | 7 | 389 | 45 | 1 | 0 | 0 | 4 | 0 | 57 | 285 | 1 | 0 | 54 | 12 | 57 | 1 | 913 |
| 04:15 PM | 7 | 398 | 36 | 0 | 0 | 3 | 13 | 0 | 61 | 263 | 0 | 0 | 49 | 9 | 55 | 0 | 894 |
| 04:30 PM | 7 | 404 | 41 | 0 | 3 | 3 | 2 | 0 | 38 | 225 | 2 | 0 | 64 | 4 | 58 | 0 | 851 |
| 04:45 PM | 6 | 490 | 47 | 0 | 1 | 1 | 7 | 0 | 62 | 255 | 0 | 0 | 55 | 7 | 45 | 0 | 976 |
| Total | 27 | 1681 | 169 | 1 | 4 | 7 | 26 | 0 | 218 | 1028 | 3 | 0 | 222 | 32 | 215 | 1 | 3634 |
| 05:00 PM | 5 | 412 | 37 | 0 | 0 | 1 | 8 | 0 | 38 | 227 | 1 | 1 | 69 | 15 | 64 | 0 | 878 |
| 05:15 PM | 6 | 477 | 52 | 0 | 2 | 2 | 7 | 0 | 53 | 269 | 3 | 0 | 63 | 7 | 81 | 0 | 1022 |
| 05:30 PM | 2 | 491 | 36 | 0 | 2 | 0 | 4 | 0 | 52 | 222 | 0 | 0 | 66 | 5 | 73 | 0 | 953 |
| 05:45 PM | 5 | 426 | 57 | 0 | 0 | 1 | 4 | 0 | 51 | 255 | 0 | 0 | 42 | 3 | 68 | 0 | 912 |
| Total | 18 | 1806 | 182 | 0 | 4 | 4 | 23 | 0 | 194 | 973 | 4 | 1 | 240 | 30 | 286 | 0 | 3765 |
| Grand Total | 101 | 4767 | 614 | 2 | 13 | 20 | 94 | 0 | 762 | 5580 | 19 | 1 | 891 | 79 | 670 | 1 | 13614 |
| Apprch % | 1.8 | 86.9 | 11.2 | 0.0 | 10.2 | 15.7 | 74.0 | 0.0 | 12.0 | 87.7 | 0.3 | 0.0 | 54.3 | 4.8 | 40.8 | 0.1 | |
| Total % | 0.7 | 35.0 | 4.5 | 0.0 | 0.1 | 0.1 | 0.7 | 0.0 | 5.6 | 41.0 | 0.1 | 0.0 | 6.5 | 0.6 | 4.9 | 0.0 | |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKSTROB
Site Code : 00000011
Start Date : 5/3/2017
Page No : 2

| | PARKER RD Southbound | | | | | STROH RD Westbound | | | | | PARKER RD Northbound | | | | | STROH RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 31 | 689 | 154 | 1 | 875 | 4 | 4 | 21 | 0 | 29 | 200 | 1991 | 8 | 0 | 2199 | 224 | 9 | 107 | 0 | 340 | 3443 |
| Percent | 3.5 | 78.7 | 17.6 | 0.1 | | 13.8 | 13.8 | 72.4 | 0.0 | | 9.1 | 90.5 | 0.4 | 0.0 | | 65.9 | 2.6 | 31.5 | 0.0 | | |
| 07:30 Volume | 5 | 180 | 53 | 0 | 238 | 1 | 1 | 2 | 0 | 4 | 61 | 518 | 2 | 0 | 581 | 63 | 2 | 23 | 0 | 88 | 911 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.945 |
| High Int. | 07:30 AM | | | | | 07:45 AM | | | | | 07:15 AM | | | | | 07:30 AM | | | | | |
| Volume | 5 | 180 | 53 | 0 | 238 | 2 | 0 | 9 | 0 | 11 | 51 | 553 | 3 | 0 | 607 | 63 | 2 | 23 | 0 | 88 | |
| Peak Factor | | | | | 0.919 | | | | | 0.659 | | | | | 0.906 | | | | | 0.966 | |

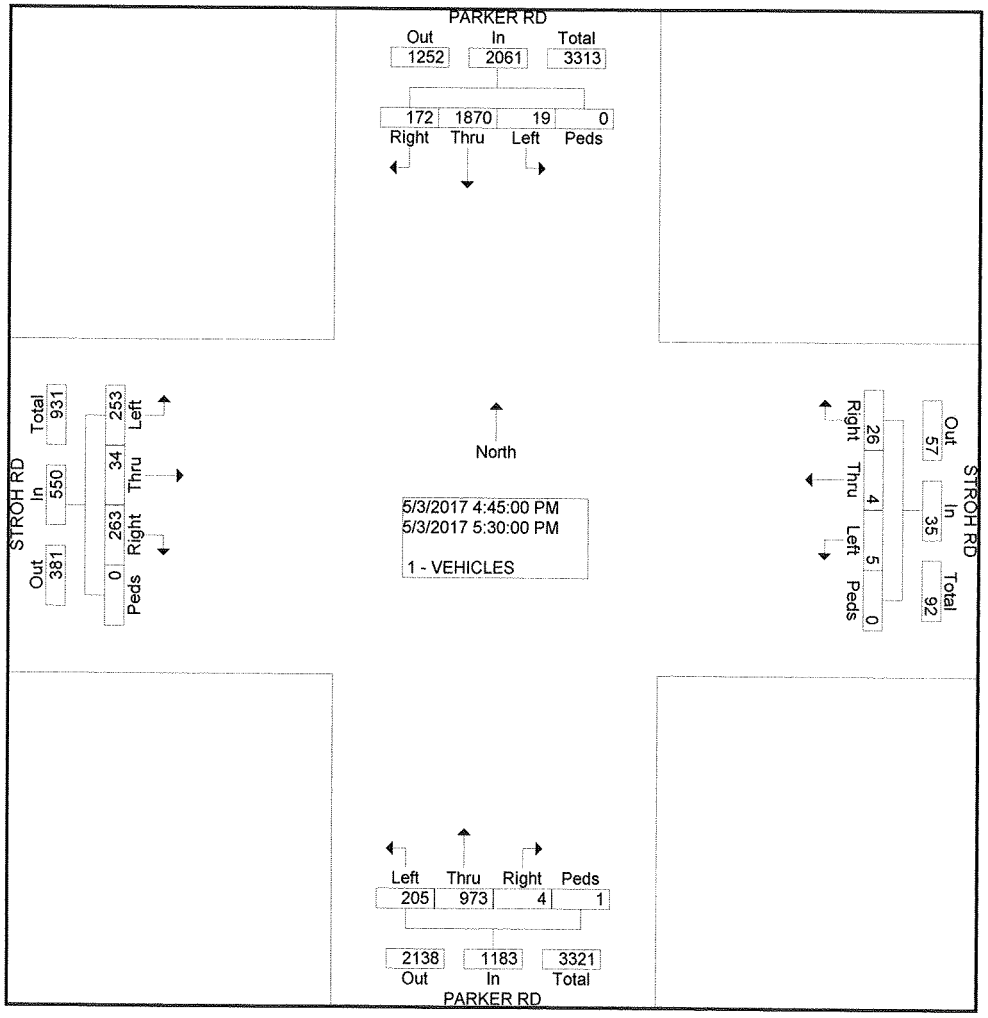


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: STROH RD
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKSTROB
Site Code : 00000011
Start Date : 5/3/2017
Page No : 2

| | PARKER RD Southbound | | | | | STROH RD Westbound | | | | | PARKER RD Northbound | | | | | STROH RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 19 | 1870 | 172 | 0 | 2061 | 5 | 4 | 26 | 0 | 35 | 205 | 973 | 4 | 1 | 1183 | 253 | 34 | 263 | 0 | 550 | 3829 |
| Percent | 0.9 | 90.7 | 8.3 | 0.0 | | 14.3 | 11.4 | 74.3 | 0.0 | | 17.3 | 82.2 | 0.3 | 0.1 | | 46.0 | 6.2 | 47.8 | 0.0 | | |
| 05:15 Volume | 6 | 477 | 52 | 0 | 535 | 2 | 2 | 7 | 0 | 11 | 53 | 269 | 3 | 0 | 325 | 63 | 7 | 81 | 0 | 151 | 1022 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.937 |
| High Int. | 04:45 PM | | | | | 05:15 PM | | | | | 05:15 PM | | | | | 05:15 PM | | | | | |
| Volume | 6 | 490 | 47 | 0 | 543 | 2 | 2 | 7 | 0 | 11 | 53 | 269 | 3 | 0 | 325 | 63 | 7 | 81 | 0 | 151 | |
| Peak Factor | | | | | 0.949 | | | | | 0.795 | | | | | 0.910 | | | | | 0.911 | |



**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER.COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: N PINERY PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKNPIN
Site Code : 00000013
Start Date : 5/3/2017
Page No : 1

Groups Printed- VEHICLES

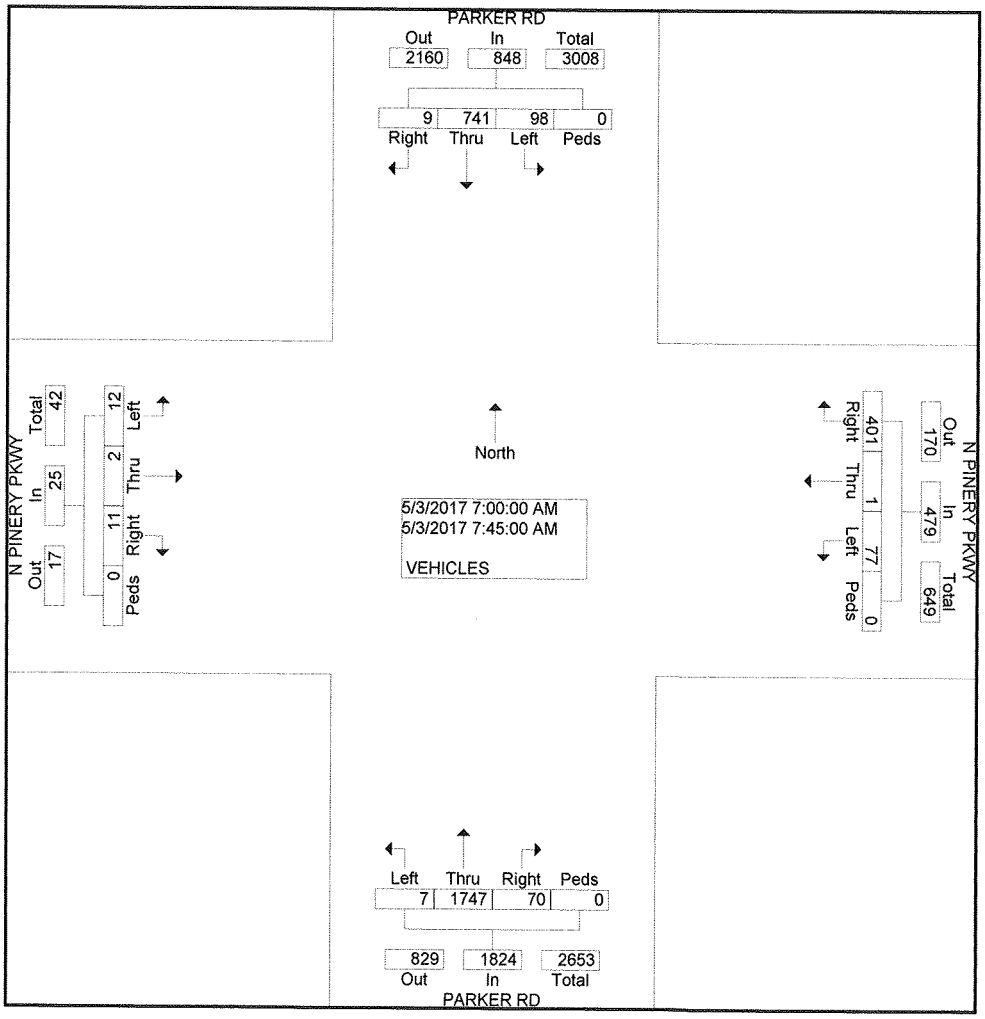
| | PARKER RD Southbound | | | | N PINERY PKWY Westbound | | | | PARKER RD Northbound | | | | N PINERY PKWY Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| Factor | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 06:30 AM | 14 | 89 | 5 | 0 | 10 | 0 | 86 | 0 | 1 | 311 | 10 | 0 | 3 | 0 | 2 | 0 | 531 |
| 06:45 AM | 13 | 131 | 4 | 0 | 10 | 0 | 96 | 0 | 2 | 324 | 8 | 0 | 10 | 1 | 1 | 0 | 600 |
| Total | 27 | 220 | 9 | 0 | 20 | 0 | 182 | 0 | 3 | 635 | 18 | 0 | 13 | 1 | 3 | 0 | 1131 |
| 07:00 AM | 14 | 190 | 4 | 0 | 14 | 0 | 102 | 0 | 1 | 386 | 10 | 0 | 5 | 0 | 5 | 0 | 731 |
| 07:15 AM | 24 | 179 | 2 | 0 | 16 | 1 | 87 | 0 | 3 | 507 | 13 | 0 | 3 | 1 | 3 | 0 | 839 |
| 07:30 AM | 21 | 178 | 1 | 0 | 21 | 0 | 109 | 0 | 3 | 461 | 18 | 0 | 2 | 1 | 1 | 0 | 816 |
| 07:45 AM | 39 | 194 | 2 | 0 | 26 | 0 | 103 | 0 | 0 | 393 | 29 | 0 | 2 | 0 | 2 | 0 | 790 |
| Total | 98 | 741 | 9 | 0 | 77 | 1 | 401 | 0 | 7 | 1747 | 70 | 0 | 12 | 2 | 11 | 0 | 3176 |
| 08:00 AM | 37 | 143 | 4 | 0 | 23 | 1 | 103 | 0 | 2 | 366 | 14 | 0 | 9 | 0 | 2 | 0 | 704 |
| 08:15 AM | 46 | 166 | 1 | 0 | 8 | 1 | 65 | 0 | 2 | 334 | 12 | 0 | 5 | 2 | 3 | 0 | 645 |
| Total | 83 | 309 | 5 | 0 | 31 | 2 | 168 | 0 | 4 | 700 | 26 | 0 | 14 | 2 | 5 | 0 | 1349 |
| 04:00 PM | 97 | 375 | 6 | 0 | 55 | 1 | 114 | 0 | 2 | 197 | 11 | 0 | 2 | 0 | 3 | 0 | 863 |
| 04:15 PM | 100 | 380 | 7 | 0 | 10 | 1 | 63 | 0 | 2 | 222 | 9 | 0 | 7 | 0 | 4 | 0 | 805 |
| 04:30 PM | 107 | 377 | 11 | 0 | 9 | 0 | 57 | 0 | 0 | 187 | 8 | 0 | 3 | 2 | 2 | 0 | 763 |
| 04:45 PM | 116 | 399 | 3 | 0 | 9 | 2 | 55 | 0 | 3 | 221 | 7 | 0 | 3 | 0 | 1 | 0 | 819 |
| Total | 420 | 1531 | 27 | 0 | 83 | 4 | 289 | 0 | 7 | 827 | 35 | 0 | 15 | 2 | 10 | 0 | 3250 |
| 05:00 PM | 115 | 387 | 10 | 0 | 16 | 0 | 58 | 0 | 0 | 200 | 7 | 1 | 4 | 1 | 3 | 0 | 802 |
| 05:15 PM | 113 | 455 | 4 | 0 | 16 | 0 | 61 | 0 | 0 | 223 | 7 | 0 | 2 | 2 | 0 | 0 | 883 |
| 05:30 PM | 143 | 418 | 12 | 0 | 8 | 1 | 45 | 1 | 0 | 182 | 13 | 0 | 2 | 2 | 1 | 0 | 828 |
| 05:45 PM | 138 | 375 | 5 | 0 | 10 | 0 | 46 | 0 | 1 | 230 | 16 | 0 | 0 | 0 | 1 | 0 | 822 |
| Total | 509 | 1635 | 31 | 0 | 50 | 1 | 210 | 1 | 1 | 835 | 43 | 1 | 8 | 5 | 5 | 0 | 3335 |
| Grand Total | 1137 | 4436 | 81 | 0 | 261 | 8 | 1250 | 1 | 22 | 4744 | 192 | 1 | 62 | 12 | 34 | 0 | 12241 |
| Apprch % | 20.1 | 78.5 | 1.4 | 0.0 | 17.2 | 0.5 | 82.2 | 0.1 | 0.4 | 95.7 | 3.9 | 0.0 | 57.4 | 11.1 | 31.5 | 0.0 | |
| Total % | 9.3 | 36.2 | 0.7 | 0.0 | 2.1 | 0.1 | 10.2 | 0.0 | 0.2 | 38.8 | 1.6 | 0.0 | 0.5 | 0.1 | 0.3 | 0.0 | |

**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER,COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: N PINERY PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKNPIN
Site Code : 00000013
Start Date : 5/3/2017
Page No : 2

| | PARKER RD Southbound | | | | | N PINERY PKWY Westbound | | | | | PARKER RD Northbound | | | | | N PINERY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 06:30 AM to 08:30 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 07:00 AM | | | | | | | | | | | | | | | | | | | | |
| Volume | 98 | 741 | 9 | 0 | 848 | 77 | 1 | 401 | 0 | 479 | 7 | 1747 | 70 | 0 | 1824 | 12 | 2 | 11 | 0 | 25 | 3176 |
| Percent | 11.6 | 87.4 | 1.1 | 0.0 | | 16.1 | 0.2 | 83.7 | 0.0 | | 0.4 | 95.8 | 3.8 | 0.0 | | 48.0 | 8.0 | 44.0 | 0.0 | | |
| 07:15 Volume | 24 | 179 | 2 | 0 | 205 | 16 | 1 | 87 | 0 | 104 | 3 | 507 | 13 | 0 | 523 | 3 | 1 | 3 | 0 | 7 | 839 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.946 |
| High Int. | 07:45 AM | | | | | 07:30 AM | | | | | 07:15 AM | | | | | 07:00 AM | | | | | |
| Volume | 39 | 194 | 2 | 0 | 235 | 21 | 0 | 109 | 0 | 130 | 3 | 507 | 13 | 0 | 523 | 5 | 0 | 5 | 0 | 10 | |
| Peak Factor | | | | | 0.902 | | | | | 0.921 | | | | | 0.872 | | | | | 0.625 | |

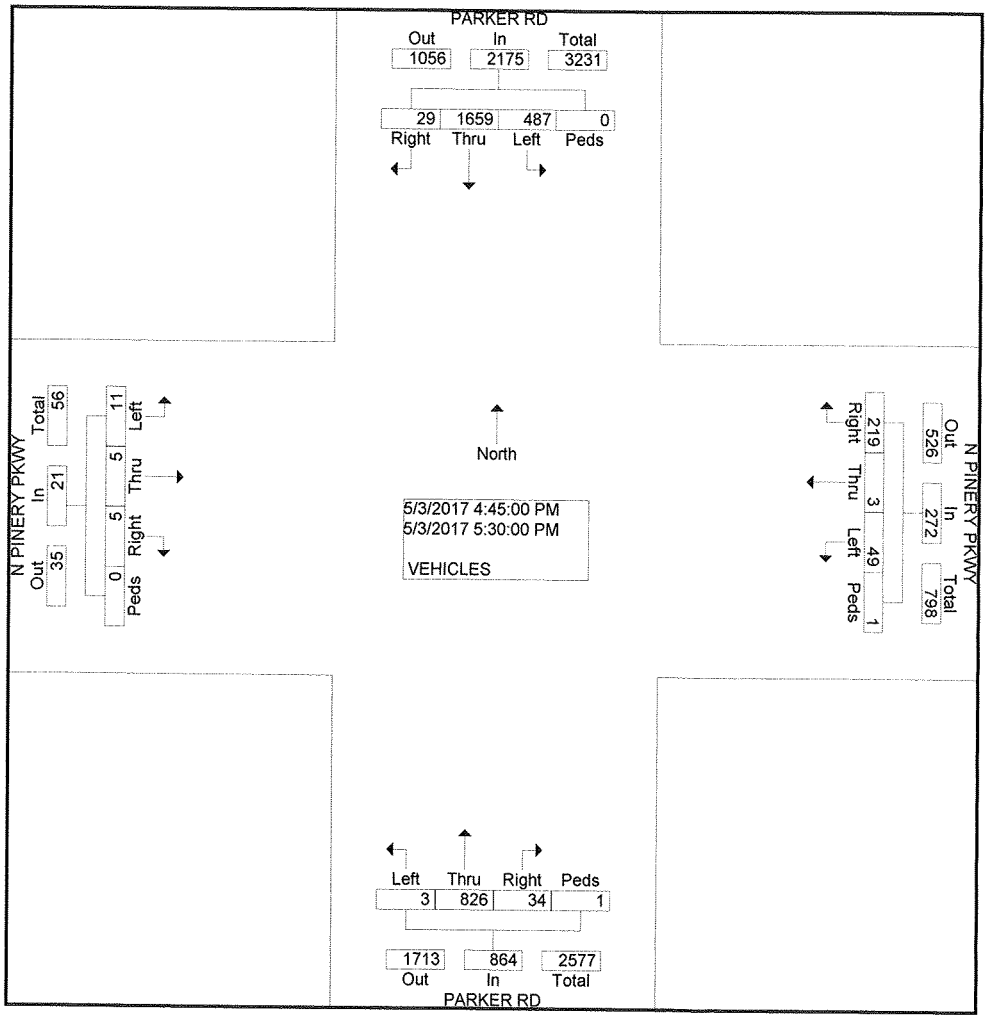


**COUNTER MEASURES INC.**
1889 YORK STREET
DENVER,COLORADO
303-333-7409

N/S STREET: PARKER RD
E/W STREET: N PINERY PKWY
CITY: PARKER
COUNTY: DOUGLAS

File Name : PARKNPIN
Site Code : 00000013
Start Date : 5/3/2017
Page No : 2

| | PARKER RD Southbound | | | | | N PINERY PKWY Westbound | | | | | PARKER RD Northbound | | | | | N PINERY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Intersection | 04:45 PM | | | | | | | | | | | | | | | | | | | | |
| Volume | 487 | 1659 | 29 | 0 | 2175 | 49 | 3 | 219 | 1 | 272 | 3 | 826 | 34 | 1 | 864 | 11 | 5 | 5 | 0 | 21 | 3332 |
| Percent | 22.4 | 76.3 | 1.3 | 0.0 | | 18.0 | 1.1 | 80.5 | 0.4 | | 0.3 | 95.6 | 3.9 | 0.1 | | 52.4 | 23.8 | 23.8 | 0.0 | | |
| 05:15 Volume | 113 | 455 | 4 | 0 | 572 | 16 | 0 | 61 | 0 | 77 | 0 | 223 | 7 | 0 | 230 | 2 | 2 | 0 | 0 | 4 | 883 |
| Peak Factor | | | | | | | | | | | | | | | | | | | | | 0.943 |
| High Int. | 05:30 PM | | | | | 05:15 PM | | | | | 04:45 PM | | | | | 05:00 PM | | | | | |
| Volume | 143 | 418 | 12 | 0 | 573 | 16 | 0 | 61 | 0 | 77 | 3 | 221 | 7 | 0 | 231 | 4 | 1 | 3 | 0 | 8 | |
| Peak Factor | | | | | 0.949 | | | | | 0.883 | | | | | 0.935 | | | | | 0.656 | |



# COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: PRADREA PKWY E/O CROWFOOT VALLEY RD
City: PARKER
County: DOUGLAS
Direction: EASTBOUND-WESTBOUND

Site Code: 050204
Station ID: 050204

| Start Time | 03-May-1 Wed | EB | WB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 6 | 2 | | | | | | | 8 |
| 01:00 | | 3 | 1 | | | | | | | 4 |
| 02:00 | | 2 | 1 | | | | | | | 3 |
| 03:00 | | 0 | 2 | | | | | | | 2 |
| 04:00 | | 1 | 10 | | | | | | | 11 |
| 05:00 | | 4 | 38 | | | | | | | 42 |
| 06:00 | | 36 | 116 | | | | | | | 152 |
| 07:00 | | 62 | **236** | | | | | | | **298** |
| 08:00 | | **106** | 183 | | | | | | | 289 |
| 09:00 | | 91 | 112 | | | | | | | 203 |
| 10:00 | | 66 | 112 | | | | | | | 178 |
| 11:00 | | 78 | 82 | | | | | | | 160 |
| 12:00 PM | | 74 | 104 | | | | | | | 178 |
| 01:00 | | 76 | 89 | | | | | | | 165 |
| 02:00 | | 101 | 98 | | | | | | | 199 |
| 03:00 | | 165 | **133** | | | | | | | **298** |
| 04:00 | | 178 | 116 | | | | | | | 294 |
| 05:00 | | **180** | 105 | | | | | | | 285 |
| 06:00 | | 160 | 86 | | | | | | | 246 |
| 07:00 | | 117 | 46 | | | | | | | 163 |
| 08:00 | | 82 | 50 | | | | | | | 132 |
| 09:00 | | 70 | 30 | | | | | | | 100 |
| 10:00 | | 36 | 8 | | | | | | | 44 |
| 11:00 | | 9 | 0 | | | | | | | 9 |
| Total | | 1703 | 1760 | | | | | | | 3463 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 08:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 106 | 236 | - | - | - | - | - | - | 298 |
| PM Peak | - | 17:00 | 15:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 180 | 133 | - | - | - | - | - | - | 298 |
| Grand Total | | 1703 | 1760 | | | | | | | 3463 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| ADT | | ADT 3,463 | | AADT 3,463 | | | | | | |

# COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: CROWFOOT VALLEY RD S/O PRADERA PKWY
City: PARKER
County: DOUGLAS
Direction: SOUTHBOUND-NORTHBOUND

Site Code: 050201
Station ID: 050201

| Start Time | 03-May-1 Wed | SB | NB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 6 | 8 | | | | | | | 14 |
| 01:00 | | 5 | 5 | | | | | | | 10 |
| 02:00 | | 2 | 0 | | | | | | | 2 |
| 03:00 | | 10 | 4 | | | | | | | 14 |
| 04:00 | | 18 | 10 | | | | | | | 28 |
| 05:00 | | 84 | 49 | | | | | | | 133 |
| 06:00 | | 216 | 186 | | | | | | | 402 |
| 07:00 | | **390** | 395 | | | | | | | 785 |
| 08:00 | | 390 | **474** | | | | | | | **864** |
| 09:00 | | 236 | 268 | | | | | | | 504 |
| 10:00 | | 225 | 214 | | | | | | | 439 |
| 11:00 | | 214 | 196 | | | | | | | 410 |
| 12:00 PM | | 238 | 186 | | | | | | | 424 |
| 01:00 | | 232 | 224 | | | | | | | 456 |
| 02:00 | | 229 | 260 | | | | | | | 489 |
| 03:00 | | 336 | 298 | | | | | | | 634 |
| 04:00 | | **363** | **360** | | | | | | | **723** |
| 05:00 | | 340 | 360 | | | | | | | 700 |
| 06:00 | | 244 | 263 | | | | | | | 507 |
| 07:00 | | 159 | 199 | | | | | | | 358 |
| 08:00 | | 114 | 130 | | | | | | | 244 |
| 09:00 | | 82 | 90 | | | | | | | 172 |
| 10:00 | | 48 | 48 | | | | | | | 96 |
| 11:00 | | 16 | 18 | | | | | | | 34 |
| Total | | 4197 | 4245 | | | | | | | 8442 |
| Percent | | 49.7% | 50.3% | | | | | | | |
| AM Peak | - | 07:00 | 08:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 390 | 474 | - | - | - | - | - | - | 864 |
| PM Peak | - | 16:00 | 16:00 | - | - | - | - | - | - | 16:00 |
| Vol. | - | 363 | 360 | - | - | - | - | - | - | 723 |
| Grand Total | | 4197 | 4245 | | | | | | | 8442 |
| Percent | | 49.7% | 50.3% | | | | | | | |
| ADT | | ADT 8,442 | | AADT 8,442 | | | | | | |

# COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: CROWFOOT VALLEY RD S/O STRON RD
City: PARKER
County: DOUGLAS
Direction: SOUTHBOUND-NORTHBOUND

Site Code: 050206
Station ID: 050206

| Start Time | 03-May-1 Wed | SB | NB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 5 | 4 | | | | | | | 9 |
| 01:00 | | 5 | 2 | | | | | | | 7 |
| 02:00 | | 3 | 2 | | | | | | | 5 |
| 03:00 | | 8 | 4 | | | | | | | 12 |
| 04:00 | | 16 | 16 | | | | | | | 32 |
| 05:00 | | 60 | 52 | | | | | | | 112 |
| 06:00 | | 149 | 172 | | | | | | | 321 |
| 07:00 | | 309 | 484 | | | | | | | 793 |
| 08:00 | | **332** | **528** | | | | | | | **860** |
| 09:00 | | 210 | 288 | | | | | | | 498 |
| 10:00 | | 172 | 210 | | | | | | | 382 |
| 11:00 | | 194 | 188 | | | | | | | 382 |
| 12:00 PM | | 201 | 192 | | | | | | | 393 |
| 01:00 | | 200 | 197 | | | | | | | 397 |
| 02:00 | | 206 | 214 | | | | | | | 420 |
| 03:00 | | 332 | 262 | | | | | | | 594 |
| 04:00 | | 362 | 301 | | | | | | | 663 |
| 05:00 | | **363** | **304** | | | | | | | **667** |
| 06:00 | | 250 | 198 | | | | | | | 448 |
| 07:00 | | 169 | 156 | | | | | | | 325 |
| 08:00 | | 118 | 101 | | | | | | | 219 |
| 09:00 | | 85 | 60 | | | | | | | 145 |
| 10:00 | | 52 | 32 | | | | | | | 84 |
| 11:00 | | 20 | 14 | | | | | | | 34 |
| Total | | 3821 | 3981 | | | | | | | 7802 |
| Percent | | 49.0% | 51.0% | | | | | | | |
| AM Peak | - | 08:00 | 08:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 332 | 528 | - | - | - | - | - | - | 860 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 363 | 304 | - | - | - | - | - | - | 667 |
| Grand Total | | 3821 | 3981 | | | | | | | 7802 |
| Percent | | 49.0% | 51.0% | | | | | | | |
| ADT | | ADT 7,802 | | AADT 7,802 | | | | | | |

# COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: STROH RD E/O CROWFOOT VALLEY RD
City: PARKER
County: DOUGLAS
Direction: WESTBOUND-EASTBOUND

Site Code: 050203
Station ID: 050203

| Start Time | 03-May-1 Wed | WB | EB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 6 | 9 | | | | | | | 15 |
| 01:00 | | 5 | 4 | | | | | | | 9 |
| 02:00 | | 2 | 3 | | | | | | | 5 |
| 03:00 | | 10 | 4 | | | | | | | 14 |
| 04:00 | | 14 | 12 | | | | | | | 26 |
| 05:00 | | 61 | 32 | | | | | | | 93 |
| 06:00 | | 174 | 110 | | | | | | | 284 |
| 07:00 | | **365** | **290** | | | | | | | **655** |
| 08:00 | | 296 | 290 | | | | | | | 586 |
| 09:00 | | 250 | 276 | | | | | | | 526 |
| 10:00 | | 179 | 166 | | | | | | | 345 |
| 11:00 | | 200 | 213 | | | | | | | 413 |
| 12:00 PM | | 218 | 206 | | | | | | | 424 |
| 01:00 | | 188 | 214 | | | | | | | 402 |
| 02:00 | | 200 | 232 | | | | | | | 432 |
| 03:00 | | 285 | 316 | | | | | | | 601 |
| 04:00 | | 278 | 446 | | | | | | | 724 |
| 05:00 | | **330** | **456** | | | | | | | **786** |
| 06:00 | | 230 | 303 | | | | | | | 533 |
| 07:00 | | 150 | 207 | | | | | | | 357 |
| 08:00 | | 133 | 135 | | | | | | | 268 |
| 09:00 | | 82 | 86 | | | | | | | 168 |
| 10:00 | | 33 | 32 | | | | | | | 65 |
| 11:00 | | 16 | 12 | | | | | | | 28 |
| Total | | 3705 | 4054 | | | | | | | 7759 |
| Percent | | 47.8% | 52.2% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 365 | 290 | - | - | - | - | - | - | 655 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 330 | 456 | - | - | - | - | - | - | 786 |
| Grand Total | | 3705 | 4054 | | | | | | | 7759 |
| Percent | | 47.8% | 52.2% | | | | | | | |
| ADT | | ADT 7,759 | | AADT 7,759 | | | | | | |

# COUNTER MEASURES INC.

1889 YORK STREET
DENVER,COLORADO 80206
303-333-7409

Location: MOTSENBOCKER RD N/O STROH RD
City: PARKER
County: DOUGLAS
Direction: SOUTHBOUND-NORTHBOUND

Site Code: 050209
Station ID: 050209

| Start Time | 03-May-1 Wed | SB | NB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 8 | 6 | | | | | | | 14 |
| 01:00 | | 2 | 1 | | | | | | | 3 |
| 02:00 | | 4 | 2 | | | | | | | 6 |
| 03:00 | | 2 | 4 | | | | | | | 6 |
| 04:00 | | 8 | 9 | | | | | | | 17 |
| 05:00 | | 24 | 48 | | | | | | | 72 |
| 06:00 | | 90 | 172 | | | | | | | 262 |
| 07:00 | | 232 | **472** | | | | | | | **704** |
| 08:00 | | **250** | 452 | | | | | | | 702 |
| 09:00 | | 183 | 262 | | | | | | | 445 |
| 10:00 | | 124 | 182 | | | | | | | 306 |
| 11:00 | | 170 | 164 | | | | | | | 334 |
| 12:00 PM | | 161 | 185 | | | | | | | 346 |
| 01:00 | | 149 | 170 | | | | | | | 319 |
| 02:00 | | 205 | 170 | | | | | | | 375 |
| 03:00 | | 362 | **257** | | | | | | | 619 |
| 04:00 | | **480** | 250 | | | | | | | **730** |
| 05:00 | | 448 | 251 | | | | | | | 699 |
| 06:00 | | 306 | 190 | | | | | | | 496 |
| 07:00 | | 212 | 152 | | | | | | | 364 |
| 08:00 | | 124 | 106 | | | | | | | 230 |
| 09:00 | | 76 | 53 | | | | | | | 129 |
| 10:00 | | 39 | 28 | | | | | | | 67 |
| 11:00 | | 12 | 10 | | | | | | | 22 |
| Total | | 3671 | 3596 | | | | | | | 7267 |
| Percent | | 50.5% | 49.5% | | | | | | | |
| AM Peak | - | 08:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 250 | 472 | - | - | - | - | - | - | 704 |
| PM Peak | - | 16:00 | 15:00 | - | - | - | - | - | - | 16:00 |
| Vol. | - | 480 | 257 | - | - | - | - | - | - | 730 |
| Grand Total | | 3671 | 3596 | | | | | | | 7267 |
| Percent | | 50.5% | 49.5% | | | | | | | |
| ADT | | ADT 7,267 | | AADT 7,267 | | | | | | |

# LEVEL OF SERVICE DEFINITIONS

**From *Highway Capacity Manual*, Transportation Research Board, 2010**

## SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

| LOS | Average Vehicle Delay sec/vehicle | Operational Characteristics |
|---|---|---|
| **A** | <10 seconds | Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values. |
| **B** | 10 to 20 seconds | Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay. |
| **C** | 20 to 35 seconds | Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping. |
| **D** | 35 to 55 seconds | Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. |
| **E** | 55 to 80 seconds | Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent. |
| **F** | >80 seconds | Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels. |

# LEVEL OF SERVICE DEFINITIONS

**From *Highway Capacity Manual*, Transportation Research Board, 2010**

## UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

| LOS | Average Vehicle Control Delay | Operational Characteristics |
|---|---|---|
| **A** | <10 seconds | Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn. |
| **B** | 10 to 15 seconds | Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. The delay could be up to 15 seconds. Left-turning vehicles on the uncontrolled street may have to wait to make their turn. |
| **C** | 15 to 25 seconds | Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane. |
| **D** | 25 to 35 seconds | This is the point at which a traffic signal may be warranted for this intersection. The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points. |
| **E** | 35 to 50 seconds | The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. There is a high probability that this intersection will meet traffic signal warrants. The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach. |
| **F** | >50 seconds | The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. The only remedy for these long delays is installing a traffic signal or restricting the accesses. The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns. |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 201 | 190 | 250 | 146 | 128 | 132 |
| Future Volume (veh/h) | 201 | 190 | 250 | 146 | 128 | 132 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 234 | 221 | 291 | 170 | 149 | 143 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 317 | 282 | 927 | 785 | 631 | 1225 |
| Arrive On Green | 0.18 | 0.18 | 0.50 | 0.50 | 0.08 | 0.66 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 234 | 221 | 291 | 170 | 149 | 143 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 7.5 | 8.0 | 5.6 | 3.6 | 2.2 | 1.7 |
| Cycle Q Clear(g_c), s | 7.5 | 8.0 | 5.6 | 3.6 | 2.2 | 1.7 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 317 | 282 | 927 | 785 | 631 | 1225 |
| V/C Ratio(X) | 0.74 | 0.78 | 0.31 | 0.22 | 0.24 | 0.12 |
| Avail Cap(c_a), veh/h | 445 | 396 | 927 | 785 | 643 | 1225 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.3 | 23.5 | 9.0 | 8.6 | 5.7 | 3.9 |
| Incr Delay (d2), s/veh | 3.9 | 6.6 | 0.9 | 0.6 | 0.2 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 0.5 | 2.1 | 1.1 | 0.6 | 0.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 27.3 | 30.1 | 9.9 | 9.2 | 5.9 | 4.1 |
| LnGrp LOS | C | C | A | A | A | A |
| Approach Vol, veh/h | 455 | | 461 | | | 292 |
| Approach Delay, s/veh | 28.7 | | 9.7 | | | 5.0 |
| Approach LOS | C | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.6 | 34.7 | | | 44.3 | 15.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 7.6 | | | 3.7 | 10.0 |
| Green Ext Time (p_c), s | 0.0 | 2.0 | | | 0.8 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.7 |
| HCM 6th LOS | B |

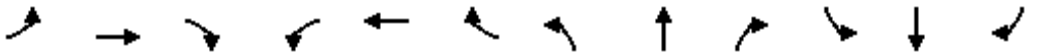
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 98 | 117 | 348 | 35 | 20 | 274 |
| Future Vol, veh/h | 98 | 117 | 348 | 35 | 20 | 274 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 111 | 133 | 395 | 40 | 23 | 311 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 752 | 395 | 0 | 0 | 435 | 0 |
| Stage 1 | 395 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 378 | 654 | - | - | 1125 | - |
| Stage 1 | 681 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 370 | 654 | - | - | 1125 | - |
| Mov Cap-2 Maneuver | 477 | - | - | - | - | - |
| Stage 1 | 667 | - | - | - | - | - |
| Stage 2 | 708 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.2 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 477 | 654 | 1125 | - |
| HCM Lane V/C Ratio | - | - | 0.233 | 0.203 | 0.02 | - |
| HCM Control Delay (s) | - | - | 14.8 | 11.9 | 8.3 | - |
| HCM Lane LOS | - | - | B | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.8 | 0.1 | - |



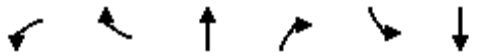
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 2 | 11 | 77 | 1 | 401 | 7 | 1747 | 70 | 98 | 741 | 9 |
| Future Volume (veh/h) | 12 | 2 | 11 | 77 | 1 | 401 | 7 | 1747 | 70 | 98 | 741 | 9 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 13 | 2 | 0 | 81 | 1 | 422 | 7 | 1839 | 74 | 103 | 780 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 51 | 477 | | 501 | 1 | 446 | 15 | 2409 | 97 | 144 | 2611 | |
| Arrive On Green | 0.01 | 0.26 | 0.00 | 0.05 | 0.28 | 0.28 | 0.01 | 0.48 | 0.48 | 0.04 | 0.51 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 4 | 1582 | 1781 | 5036 | 202 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 13 | 2 | 0 | 81 | 0 | 423 | 7 | 1242 | 671 | 103 | 780 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1586 | 1781 | 1702 | 1834 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 0.4 | 0.1 | 0.0 | 4.0 | 0.0 | 31.3 | 0.5 | 36.0 | 36.1 | 3.5 | 10.6 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 0.1 | 0.0 | 4.0 | 0.0 | 31.3 | 0.5 | 36.0 | 36.1 | 3.5 | 10.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 51 | 477 | | 501 | 0 | 447 | 15 | 1628 | 877 | 144 | 2611 | |
| V/C Ratio(X) | 0.26 | 0.00 | | 0.16 | 0.00 | 0.95 | 0.45 | 0.76 | 0.76 | 0.72 | 0.30 | |
| Avail Cap(c_a), veh/h | 144 | 546 | | 501 | 0 | 462 | 74 | 1628 | 877 | 144 | 2611 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.98 | 0.98 | 0.00 |
| Uniform Delay (d), s/veh | 58.5 | 33.3 | 0.0 | 30.2 | 0.0 | 42.2 | 59.2 | 25.7 | 25.7 | 56.8 | 16.9 | 0.0 |
| Incr Delay (d2), s/veh | 2.6 | 0.0 | 0.0 | 0.1 | 0.0 | 28.2 | 19.3 | 3.4 | 6.3 | 15.2 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.0 | 0.0 | 1.7 | 0.0 | 15.8 | 0.3 | 13.9 | 15.7 | 1.8 | 3.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 61.1 | 33.3 | 0.0 | 30.3 | 0.0 | 70.4 | 78.5 | 29.2 | 32.0 | 72.0 | 17.2 | 0.0 |
| LnGrp LOS | E | C | | C | A | E | E | C | C | E | B | |
| Approach Vol, veh/h | | 15 | A | | 504 | | | 1920 | | | 883 | A |
| Approach Delay, s/veh | | 57.4 | | | 64.0 | | | 30.3 | | | 23.6 | |
| Approach LOS | | E | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 64.4 | 10.0 | 35.6 | 6.0 | 68.4 | 6.8 | 38.8 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 4.5 | 5.0 | 5.0 | 7.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 53.0 | 5.5 | 35.0 | 5.0 | 53.0 | 5.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 5.5 | 38.1 | 6.0 | 2.1 | 2.5 | 12.6 | 2.4 | 33.3 |
| Green Ext Time (p_c), s | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 33.8 |
| HCM 6th LOS | C |

**Notes**

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



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 212 | 129 | 142 | 166 | 311 | 170 |
| Future Volume (veh/h) | 212 | 129 | 142 | 166 | 311 | 170 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 230 | 140 | 154 | 180 | 338 | 185 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 296 | 264 | 936 | 793 | 745 | 1248 |
| Arrive On Green | 0.17 | 0.17 | 0.50 | 0.50 | 0.08 | 0.67 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 230 | 140 | 154 | 180 | 338 | 185 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 7.4 | 4.8 | 2.7 | 3.8 | 5.0 | 2.2 |
| Cycle Q Clear(g_c), s | 7.4 | 4.8 | 2.7 | 3.8 | 5.0 | 2.2 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 296 | 264 | 936 | 793 | 745 | 1248 |
| V/C Ratio(X) | 0.78 | 0.53 | 0.16 | 0.23 | 0.45 | 0.15 |
| Avail Cap(c_a), veh/h | 445 | 396 | 936 | 793 | 745 | 1248 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.9 | 22.9 | 8.2 | 8.4 | 5.9 | 3.7 |
| Incr Delay (d2), s/veh | 4.9 | 1.7 | 0.4 | 0.7 | 0.4 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.2 | 1.7 | 1.0 | 1.2 | 1.4 | 0.6 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 28.8 | 24.5 | 8.5 | 9.1 | 6.3 | 3.9 |
| LnGrp LOS | C | C | A | A | A | A |
| Approach Vol, veh/h | 370 | | 334 | | | 523 |
| Approach Delay, s/veh | 27.2 | | 8.8 | | | 5.5 |
| Approach LOS | C | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 35.0 | | | 45.0 | 15.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 5.8 | | | 4.2 | 9.4 |
| Green Ext Time (p_c), s | 0.0 | 1.3 | | | 1.0 | 0.6 |

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

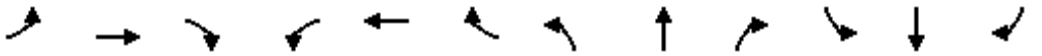
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 62 | 41 | 272 | 88 | 66 | 281 |
| Future Vol, veh/h | 62 | 41 | 272 | 88 | 66 | 281 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 69 | 46 | 302 | 98 | 73 | 312 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 760 | 302 | 0 | 0 | 400 | 0 |
| Stage 1 | 302 | - | - | - | - | - |
| Stage 2 | 458 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 374 | 738 | - | - | 1159 | - |
| Stage 1 | 750 | - | - | - | - | - |
| Stage 2 | 637 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 350 | 738 | - | - | 1159 | - |
| Mov Cap-2 Maneuver | 441 | - | - | - | - | - |
| Stage 1 | 703 | - | - | - | - | - |
| Stage 2 | 637 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.9 | 0 | 1.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 441 | 738 | 1159 | - |
| HCM Lane V/C Ratio | - | - | 0.156 | 0.062 | 0.063 | - |
| HCM Control Delay (s) | - | - | 14.7 | 10.2 | 8.3 | - |
| HCM Lane LOS | - | - | B | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.2 | 0.2 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 5 | 5 | 49 | 3 | 219 | 3 | 826 | 34 | 487 | 1659 | 29 |
| Future Volume (veh/h) | 11 | 5 | 5 | 49 | 3 | 219 | 3 | 826 | 34 | 487 | 1659 | 29 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 12 | 5 | 0 | 52 | 3 | 233 | 3 | 879 | 36 | 518 | 1765 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 47 | 226 | | 289 | 3 | 222 | 7 | 2492 | 102 | 603 | 3399 | |
| Arrive On Green | 0.01 | 0.12 | 0.00 | 0.03 | 0.14 | 0.14 | 0.00 | 0.50 | 0.50 | 0.17 | 0.67 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 20 | 1568 | 1781 | 5032 | 206 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 12 | 5 | 0 | 52 | 0 | 236 | 3 | 594 | 321 | 518 | 1765 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1588 | 1781 | 1702 | 1833 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 0.4 | 0.3 | 0.0 | 3.0 | 0.0 | 17.0 | 0.2 | 12.8 | 12.9 | 17.5 | 21.2 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 0.3 | 0.0 | 3.0 | 0.0 | 17.0 | 0.2 | 12.8 | 12.9 | 17.5 | 21.2 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.99 | 1.00 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 47 | 226 | | 289 | 0 | 225 | 7 | 1686 | 908 | 603 | 3399 | |
| V/C Ratio(X) | 0.25 | 0.02 | | 0.18 | 0.00 | 1.05 | 0.42 | 0.35 | 0.35 | 0.86 | 0.52 | |
| Avail Cap(c_a), veh/h | 158 | 265 | | 309 | 0 | 225 | 82 | 1686 | 908 | 907 | 3399 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.72 | 0.72 | 0.00 |
| Uniform Delay (d), s/veh | 58.6 | 46.5 | 0.0 | 44.1 | 0.0 | 51.5 | 59.6 | 18.5 | 18.5 | 48.1 | 10.3 | 0.0 |
| Incr Delay (d2), s/veh | 2.7 | 0.0 | 0.0 | 0.3 | 0.0 | 73.4 | 35.7 | 0.6 | 1.1 | 4.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.1 | 0.0 | 1.4 | 0.0 | 11.4 | 0.2 | 4.7 | 5.3 | 7.5 | 6.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 61.3 | 46.5 | 0.0 | 44.4 | 0.0 | 124.9 | 95.4 | 19.1 | 19.6 | 52.2 | 10.7 | 0.0 |
| LnGrp LOS | E | D | | D | A | F | F | B | B | D | B | |
| Approach Vol, veh/h | | 17 | A | | 288 | | | 918 | | | 2283 | A |
| Approach Delay, s/veh | | 57.0 | | | 110.4 | | | 19.5 | | | 20.1 | |
| Approach LOS | | E | | | F | | | B | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 25.4 | 66.4 | 8.7 | 19.5 | 5.0 | 86.9 | 6.1 | 22.0 |
| Change Period (Y+Rc), s | 4.5 | 7.0 | 4.5 | 5.0 | 4.5 | 7.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 31.5 | 45.0 | 5.5 | 17.0 | 5.5 | 71.0 | 5.5 | 17.0 |
| Max Q Clear Time (g_c+I1), s | 19.5 | 14.9 | 5.0 | 2.3 | 2.2 | 23.2 | 2.4 | 19.0 |
| Green Ext Time (p_c), s | 1.5 | 5.6 | 0.0 | 0.0 | 0.0 | 17.4 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 27.5 |
| HCM 6th LOS | C |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 239 | 214 | 432 | 167 | 144 | 216 |
| Future Volume (veh/h) | 239 | 214 | 432 | 167 | 144 | 216 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 278 | 249 | 502 | 194 | 167 | 235 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 348 | 310 | 891 | 755 | 472 | 1193 |
| Arrive On Green | 0.20 | 0.20 | 0.48 | 0.48 | 0.08 | 0.64 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 278 | 249 | 502 | 194 | 167 | 235 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 8.9 | 9.0 | 11.5 | 4.4 | 2.6 | 3.1 |
| Cycle Q Clear(g_c), s | 8.9 | 9.0 | 11.5 | 4.4 | 2.6 | 3.1 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 348 | 310 | 891 | 755 | 472 | 1193 |
| V/C Ratio(X) | 0.80 | 0.80 | 0.56 | 0.26 | 0.35 | 0.20 |
| Avail Cap(c_a), veh/h | 445 | 396 | 891 | 755 | 482 | 1193 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.0 | 23.0 | 11.2 | 9.4 | 7.6 | 4.5 |
| Incr Delay (d2), s/veh | 7.8 | 9.1 | 2.6 | 0.8 | 0.4 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 3.8 | 4.5 | 1.4 | 0.7 | 0.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 30.8 | 32.1 | 13.8 | 10.2 | 8.0 | 4.9 |
| LnGrp LOS | C | C | B | B | A | A |
| Approach Vol, veh/h | 527 | | 696 | | | 402 |
| Approach Delay, s/veh | 31.4 | | 12.8 | | | 6.2 |
| Approach LOS | C | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.7 | 33.6 | | | 43.3 | 16.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 13.5 | | | 5.1 | 11.0 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | | | 1.3 | 0.7 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 145 | 521 | 0 | 60 | 350 |
| Future Vol, veh/h | 0 | 145 | 521 | 0 | 60 | 350 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 300 | 0 | - | 0 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 158 | 566 | 0 | 65 | 380 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1076 | - | 0 | 0 | 566 | 0 |
| Stage 1 | 566 | - | - | - | - | - |
| Stage 2 | 510 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 243 | 0 | - | - | 1006 | - |
| Stage 1 | 568 | 0 | - | - | - | - |
| Stage 2 | 603 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 227 | - | - | - | 1006 | - |
| Mov Cap-2 Maneuver | 348 | - | - | - | - | - |
| Stage 1 | 531 | - | - | - | - | - |
| Stage 2 | 603 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 1.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 1006 | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.065 | - |
| HCM Control Delay (s) | - | - | 0 | 0 | 8.8 | - |
| HCM Lane LOS | - | - | A | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 16 | 505 | 7 | 9 | 341 |
| Future Vol, veh/h | 8 | 16 | 505 | 7 | 9 | 341 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 200 | 0 | - | 200 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 17 | 549 | 8 | 10 | 371 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 940 | - | 0 | 0 | 557 | 0 |
| Stage 1 | 549 | - | - | - | - | - |
| Stage 2 | 391 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 293 | 0 | - | - | 1014 | - |
| Stage 1 | 579 | 0 | - | - | - | - |
| Stage 2 | 683 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 290 | - | - | - | 1014 | - |
| Mov Cap-2 Maneuver | 290 | - | - | - | - | - |
| Stage 1 | 573 | - | - | - | - | - |
| Stage 2 | 683 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.8 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 290 | - | 1014 | - |
| HCM Lane V/C Ratio | - | - | 0.03 | - | 0.01 | - |
| HCM Control Delay (s) | - | - | 17.8 | 0 | 8.6 | - |
| HCM Lane LOS | - | - | C | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | 0 | - |

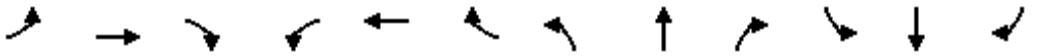
| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 151 | 110 | 402 | 61 | 19 | 330 |
| Future Vol, veh/h | 151 | 110 | 402 | 61 | 19 | 330 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 172 | 125 | 457 | 69 | 22 | 375 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 876 | 457 | 0 | 0 | 526 | 0 |
| Stage 1 | 457 | - | - | - | - | - |
| Stage 2 | 419 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 319 | 604 | - | - | 1041 | - |
| Stage 1 | 638 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 312 | 604 | - | - | 1041 | - |
| Mov Cap-2 Maneuver | 431 | - | - | - | - | - |
| Stage 1 | 625 | - | - | - | - | - |
| Stage 2 | 664 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.1 | 0 | 0.5 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 431 | 604 | 1041 | - |
| HCM Lane V/C Ratio | - | - | 0.398 | 0.207 | 0.021 | - |
| HCM Control Delay (s) | - | - | 18.8 | 12.5 | 8.5 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.9 | 0.8 | 0.1 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 36 | 19 | 12 | 72 | 49 | 377 | 8 | 2141 | 66 | 92 | 828 | 21 |
| Future Volume (veh/h) | 36 | 19 | 12 | 72 | 49 | 377 | 8 | 2141 | 66 | 92 | 828 | 21 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 38 | 20 | 0 | 76 | 52 | 397 | 8 | 2254 | 69 | 97 | 872 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 132 | 383 | | 430 | 40 | 309 | 32 | 2770 | 85 | 176 | 2946 | |
| Arrive On Green | 0.04 | 0.20 | 0.00 | 0.05 | 0.22 | 0.22 | 0.02 | 0.54 | 0.54 | 0.05 | 0.58 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 187 | 1427 | 1781 | 5091 | 155 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 38 | 20 | 0 | 76 | 0 | 449 | 8 | 1504 | 819 | 97 | 872 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1614 | 1781 | 1702 | 1842 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 1.3 | 1.0 | 0.0 | 4.0 | 0.0 | 26.0 | 0.5 | 43.3 | 43.8 | 3.3 | 10.5 | 0.0 |
| Cycle Q Clear(g_c), s | 1.3 | 1.0 | 0.0 | 4.0 | 0.0 | 26.0 | 0.5 | 43.3 | 43.8 | 3.3 | 10.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.88 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 132 | 383 | | 430 | 0 | 350 | 32 | 1852 | 1003 | 176 | 2946 | |
| V/C Ratio(X) | 0.29 | 0.05 | | 0.18 | 0.00 | 1.28 | 0.25 | 0.81 | 0.82 | 0.55 | 0.30 | |
| Avail Cap(c_a), veh/h | 317 | 405 | | 504 | 0 | 350 | 119 | 1852 | 1003 | 230 | 2946 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.00 |
| Uniform Delay (d), s/veh | 56.1 | 38.4 | 0.0 | 34.4 | 0.0 | 47.0 | 58.1 | 22.3 | 22.5 | 55.6 | 12.9 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.1 | 0.0 | 0.2 | 0.0 | 148.0 | 3.9 | 4.0 | 7.3 | 2.6 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.5 | 0.0 | 1.8 | 0.0 | 24.8 | 0.3 | 16.1 | 18.6 | 1.4 | 3.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.3 | 38.4 | 0.0 | 34.6 | 0.0 | 195.0 | 62.1 | 26.4 | 29.8 | 58.2 | 13.2 | 0.0 |
| LnGrp LOS | E | D | | C | A | F | E | C | C | E | B | |
| Approach Vol, veh/h | | 58 | A | | 525 | | | 2331 | | | 969 | A |
| Approach Delay, s/veh | | 50.8 | | | 171.8 | | | 27.7 | | | 17.7 | |
| Approach LOS | | D | | | F | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.1 | 71.3 | 10.0 | 28.6 | 6.2 | 75.2 | 8.6 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 4.5 | 5.0 | 5.0 | 7.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 56.0 | 10.5 | 25.0 | 7.0 | 56.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 5.3 | 45.8 | 6.0 | 3.0 | 2.5 | 12.5 | 3.3 | 28.0 |
| Green Ext Time (p_c), s | 0.0 | 8.5 | 0.1 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 45.0 |
| HCM 6th LOS | D |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 16 | 5 | 5 | 24 | 40 | 10 | 105 | 10 | 10 | 50 | 0 |
| Future Vol, veh/h | 0 | 16 | 5 | 5 | 24 | 40 | 10 | 105 | 10 | 10 | 50 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | 0 | 150 | - | 150 | 150 | - | 150 |
| 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 | 17 | 5 | 5 | 26 | 43 | 11 | 114 | 11 | 11 | 54 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 252 | 223 | 54 | 223 | 212 | 114 | 54 | 0 | 0 | 125 | 0 | 0 |
| Stage 1 | 76 | 76 | - | 136 | 136 | - | - | - | - | - | - | - |
| Stage 2 | 176 | 147 | - | 87 | 76 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 701 | 676 | 1013 | 733 | 685 | 939 | 1551 | - | - | 1462 | - | - |
| Stage 1 | 933 | 832 | - | 867 | 784 | - | - | - | - | - | - | - |
| Stage 2 | 826 | 775 | - | 921 | 832 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 641 | 666 | 1013 | 707 | 675 | 939 | 1551 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 641 | 666 | - | 707 | 675 | - | - | - | - | - | - | - |
| Stage 1 | 926 | 825 | - | 861 | 779 | - | - | - | - | - | - | - |
| Stage 2 | 756 | 770 | - | 890 | 825 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.1 | 9.6 | 0.6 | 1.2 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1551 | - | - | - | 666 | 1013 | 707 | 675 | 939 | 1462 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.026 | 0.005 | 0.008 | 0.039 | 0.046 | 0.007 | - | - |
| HCM Control Delay (s) | 7.3 | - | - | 0 | 10.6 | 8.6 | 10.1 | 10.5 | 9 | 7.5 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | B | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0 | 0 | 0.1 | 0.1 | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 9 | 6 | 53 | 16 | 12 |
| Future Vol, veh/h | 27 | 9 | 6 | 53 | 16 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 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 | 29 | 10 | 7 | 58 | 17 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 39 | 0 | 106 | 34 |
| Stage 1 | - | - | - | - | 34 | - |
| Stage 2 | - | - | - | - | 72 | - |
| 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 | - | - | 1571 | - | 892 | 1039 |
| Stage 1 | - | - | - | - | 988 | - |
| Stage 2 | - | - | - | - | 951 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1571 | - | 888 | 1039 |
| Mov Cap-2 Maneuver | - | - | - | - | 888 | - |
| Stage 1 | - | - | - | - | 984 | - |
| Stage 2 | - | - | - | - | 951 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 947 | - | - | 1571 | - |
| HCM Lane V/C Ratio | 0.032 | - | - | 0.004 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.3 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 246 | 145 | 248 | 199 | 350 | 346 |
| Future Volume (veh/h) | 246 | 145 | 248 | 199 | 350 | 346 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 267 | 158 | 270 | 216 | 380 | 376 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 332 | 295 | 898 | 761 | 626 | 1210 |
| Arrive On Green | 0.19 | 0.19 | 0.48 | 0.48 | 0.08 | 0.65 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 267 | 158 | 270 | 216 | 380 | 376 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 8.6 | 5.4 | 5.3 | 4.9 | 5.0 | 5.3 |
| Cycle Q Clear(g_c), s | 8.6 | 5.4 | 5.3 | 4.9 | 5.0 | 5.3 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 332 | 295 | 898 | 761 | 626 | 1210 |
| V/C Ratio(X) | 0.80 | 0.53 | 0.30 | 0.28 | 0.61 | 0.31 |
| Avail Cap(c_a), veh/h | 445 | 396 | 898 | 761 | 626 | 1210 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.4 | 22.1 | 9.5 | 9.4 | 8.3 | 4.7 |
| Incr Delay (d2), s/veh | 7.6 | 1.5 | 0.9 | 0.9 | 1.7 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 1.9 | 2.0 | 1.6 | 2.0 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 31.0 | 23.6 | 10.3 | 10.3 | 10.0 | 5.3 |
| LnGrp LOS | C | C | B | B | A | A |
| Approach Vol, veh/h | 425 | | 486 | | | 756 |
| Approach Delay, s/veh | 28.2 | | 10.3 | | | 7.7 |
| Approach LOS | C | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 33.8 | | | 43.8 | 16.2 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 7.3 | | | 7.3 | 10.6 |
| Green Ext Time (p_c), s | 0.0 | 2.1 | | | 2.3 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 13.7 |
| HCM 6th LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 82 | 367 | 0 | 146 | 402 |
| Future Vol, veh/h | 0 | 82 | 367 | 0 | 146 | 402 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 300 | 0 | - | 0 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 89 | 399 | 0 | 159 | 437 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1154 | - | 0 | 0 | 399 | 0 |
| Stage 1 | 399 | - | - | - | - | - |
| Stage 2 | 755 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 218 | 0 | - | - | 1160 | - |
| Stage 1 | 678 | 0 | - | - | - | - |
| Stage 2 | 464 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 188 | - | - | - | 1160 | - |
| Mov Cap-2 Maneuver | 254 | - | - | - | - | - |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 464 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 2.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 1160 | - |
| HCM Lane V/C Ratio | - | - | - | - | 0.137 | - |
| HCM Control Delay (s) | - | - | 0 | 0 | 8.6 | - |
| HCM Lane LOS | - | - | A | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | 0.5 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 10 | 357 | 3 | 16 | 386 |
| Future Vol, veh/h | 5 | 10 | 357 | 3 | 16 | 386 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 200 | 0 | - | 200 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 11 | 388 | 3 | 17 | 420 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 842 | - | 0 | 0 | 391 | 0 |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 454 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 334 | 0 | - | - | 1168 | - |
| Stage 1 | 686 | 0 | - | - | - | - |
| Stage 2 | 640 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 329 | - | - | - | 1168 | - |
| Mov Cap-2 Maneuver | 329 | - | - | - | - | - |
| Stage 1 | 676 | - | - | - | - | - |
| Stage 2 | 640 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.1 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 329 | - | 1168 | - |
| HCM Lane V/C Ratio | - | - | 0.017 | - | 0.015 | - |
| HCM Control Delay (s) | - | - | 16.1 | 0 | 8.1 | - |
| HCM Lane LOS | - | - | C | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | - | 0 | - |

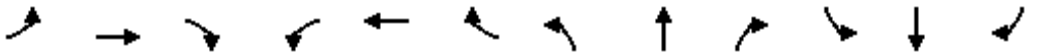
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 39 | 321 | 139 | 62 | 329 |
| Future Vol, veh/h | 94 | 39 | 321 | 139 | 62 | 329 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 43 | 357 | 154 | 69 | 366 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 861 | 357 | 0 | 0 | 511 | 0 |
| Stage 1 | 357 | - | - | - | - | - |
| Stage 2 | 504 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 326 | 687 | - | - | 1054 | - |
| Stage 1 | 708 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 305 | 687 | - | - | 1054 | - |
| Mov Cap-2 Maneuver | 407 | - | - | - | - | - |
| Stage 1 | 662 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 1.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 407 | 687 | 1054 | - |
| HCM Lane V/C Ratio | - | - | 0.257 | 0.063 | 0.065 | - |
| HCM Control Delay (s) | - | - | 16.9 | 10.6 | 8.7 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.2 | 0.2 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 57 | 6 | 46 | 30 | 206 | 3 | 1143 | 32 | 458 | 1976 | 49 |
| Future Volume (veh/h) | 29 | 57 | 6 | 46 | 30 | 206 | 3 | 1143 | 32 | 458 | 1976 | 49 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 31 | 61 | 0 | 49 | 32 | 219 | 3 | 1216 | 34 | 487 | 2102 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 93 | 221 | | 239 | 26 | 176 | 7 | 2593 | 73 | 571 | 3417 | |
| Arrive On Green | 0.03 | 0.12 | 0.00 | 0.03 | 0.13 | 0.13 | 0.00 | 0.51 | 0.51 | 0.17 | 0.67 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 206 | 1410 | 1781 | 5106 | 143 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 31 | 61 | 0 | 49 | 0 | 251 | 3 | 811 | 439 | 487 | 2102 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1616 | 1781 | 1702 | 1845 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 1.1 | 3.6 | 0.0 | 2.9 | 0.0 | 15.0 | 0.2 | 18.5 | 18.5 | 16.4 | 27.8 | 0.0 |
| Cycle Q Clear(g_c), s | 1.1 | 3.6 | 0.0 | 2.9 | 0.0 | 15.0 | 0.2 | 18.5 | 18.5 | 16.4 | 27.8 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.87 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 93 | 221 | | 239 | 0 | 202 | 7 | 1729 | 937 | 571 | 3417 | |
| V/C Ratio(X) | 0.33 | 0.28 | | 0.21 | 0.00 | 1.24 | 0.42 | 0.47 | 0.47 | 0.85 | 0.62 | |
| Avail Cap(c_a), veh/h | 158 | 234 | | 260 | 0 | 202 | 111 | 1729 | 937 | 907 | 3417 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.54 | 0.54 | 0.00 |
| Uniform Delay (d), s/veh | 57.3 | 48.2 | 0.0 | 44.4 | 0.0 | 52.5 | 59.6 | 19.1 | 19.1 | 48.7 | 11.2 | 0.0 |
| Incr Delay (d2), s/veh | 2.1 | 0.7 | 0.0 | 0.4 | 0.0 | 143.7 | 35.7 | 0.9 | 1.7 | 2.6 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 1.7 | 0.0 | 1.3 | 0.0 | 14.2 | 0.2 | 6.8 | 7.6 | 7.0 | 8.5 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 59.4 | 48.9 | 0.0 | 44.9 | 0.0 | 196.2 | 95.4 | 20.0 | 20.8 | 51.3 | 11.6 | 0.0 |
| LnGrp LOS | E | D | | D | A | F | F | B | C | D | B | |
| Approach Vol, veh/h | | 92 | A | | 300 | | | 1253 | | | 2589 | A |
| Approach Delay, s/veh | | 52.4 | | | 171.4 | | | 20.4 | | | 19.1 | |
| Approach LOS | | D | | | F | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.3 | 68.0 | 8.5 | 19.2 | 5.0 | 87.3 | 7.7 | 20.0 |
| Change Period (Y+Rc), s | 4.5 | 7.0 | 4.5 | 5.0 | 4.5 | 7.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 31.5 | 47.0 | 5.5 | 15.0 | 7.5 | 71.0 | 5.5 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 18.4 | 20.5 | 4.9 | 5.6 | 2.2 | 29.8 | 3.1 | 17.0 |
| Green Ext Time (p_c), s | 1.4 | 8.1 | 0.0 | 0.1 | 0.0 | 21.9 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.0 |
| HCM 6th LOS | C |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 19 | 10 | 5 | 15 | 22 | 5 | 60 | 10 | 49 | 97 | 0 |
| Future Vol, veh/h | 0 | 19 | 10 | 5 | 15 | 22 | 5 | 60 | 10 | 49 | 97 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | 0 | 150 | - | 150 | 150 | - | 150 |
| 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 | 21 | 11 | 5 | 16 | 24 | 5 | 65 | 11 | 53 | 105 | 0 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 312 | 297 | 105 | 302 | 286 | 65 | 105 | 0 | 0 | 76 | 0 | 0 |
| Stage 1 | 211 | 211 | - | 75 | 75 | - | - | - | - | - | - | - |
| Stage 2 | 101 | 86 | - | 227 | 211 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 641 | 615 | 949 | 650 | 623 | 999 | 1486 | - | - | 1523 | - | - |
| Stage 1 | 791 | 728 | - | 934 | 833 | - | - | - | - | - | - | - |
| Stage 2 | 905 | 824 | - | 776 | 728 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 595 | 592 | 949 | 607 | 599 | 999 | 1486 | - | - | 1523 | - | - |
| Mov Cap-2 Maneuver | 595 | 592 | - | 607 | 599 | - | - | - | - | - | - | - |
| Stage 1 | 789 | 703 | - | 931 | 831 | - | - | - | - | - | - | - |
| Stage 2 | 863 | 822 | - | 719 | 703 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.4 | 9.9 | 0.5 | 2.5 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1486 | - | - | - | 592 | 949 | 607 | 599 | 999 | 1523 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.035 | 0.011 | 0.009 | 0.027 | 0.024 | 0.035 | - | - |
| HCM Control Delay (s) | 7.4 | - | - | 0 | 11.3 | 8.8 | 11 | 11.2 | 8.7 | 7.4 | - | - |
| HCM Lane LOS | A | - | - | A | B | A | B | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 | 0 | 0 | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 62 | 16 | 11 | 32 | 10 | 7 |
| Future Vol, veh/h | 62 | 16 | 11 | 32 | 10 | 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 | - | 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 | 67 | 17 | 12 | 35 | 11 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 84 | 0 | 135 | 76 |
| Stage 1 | - | - | - | - | 76 | - |
| Stage 2 | - | - | - | - | 59 | - |
| 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 | - | - | 1513 | - | 859 | 985 |
| Stage 1 | - | - | - | - | 947 | - |
| Stage 2 | - | - | - | - | 964 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1513 | - | 852 | 985 |
| Mov Cap-2 Maneuver | - | - | - | - | 852 | - |
| Stage 1 | - | - | - | - | 939 | - |
| Stage 2 | - | - | - | - | 964 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.9 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 902 | - | - | 1513 | - |
| HCM Lane V/C Ratio | 0.02 | - | - | 0.008 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.4 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 239 | 214 | 728 | 167 | 144 | 324 |
| Future Volume (veh/h) | 239 | 214 | 728 | 167 | 144 | 324 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 278 | 249 | 847 | 194 | 167 | 352 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 348 | 310 | 891 | 755 | 283 | 1193 |
| Arrive On Green | 0.20 | 0.20 | 0.48 | 0.48 | 0.08 | 0.64 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 278 | 249 | 847 | 194 | 167 | 352 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 8.9 | 9.0 | 26.0 | 4.4 | 2.6 | 5.0 |
| Cycle Q Clear(g_c), s | 8.9 | 9.0 | 26.0 | 4.4 | 2.6 | 5.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 348 | 310 | 891 | 755 | 283 | 1193 |
| V/C Ratio(X) | 0.80 | 0.80 | 0.95 | 0.26 | 0.59 | 0.29 |
| Avail Cap(c_a), veh/h | 445 | 396 | 891 | 755 | 292 | 1193 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.0 | 23.0 | 15.0 | 9.4 | 13.2 | 4.8 |
| Incr Delay (d2), s/veh | 7.8 | 9.1 | 20.3 | 0.8 | 3.0 | 0.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.1 | 3.8 | 13.7 | 1.4 | 1.1 | 1.5 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 30.8 | 32.1 | 35.3 | 10.2 | 16.2 | 5.5 |
| LnGrp LOS | C | C | D | B | B | A |
| Approach Vol, veh/h | 527 | | 1041 | | | 519 |
| Approach Delay, s/veh | 31.4 | | 30.6 | | | 8.9 |
| Approach LOS | C | | C | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.7 | 33.6 | | | 43.3 | 16.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 28.0 | | | 7.0 | 11.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | | 2.1 | 0.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 25.4 |
| HCM 6th LOS | C |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 282 | 682 | 3 | 127 | 391 |
| Future Volume (Veh/h) | 6 | 282 | 682 | 3 | 127 | 391 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 307 | 741 | 3 | 138 | 425 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | TWLTL | | | None |
| Median storage veh) | | | 2 | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1442 | 741 | | | 744 | |
| vC1, stage 1 conf vol | 741 | | | | | |
| vC2, stage 2 conf vol | 701 | | | | | |
| vCu, unblocked vol | 1442 | 741 | | | 744 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 26 | | | 84 | |
| cM capacity (veh/h) | 325 | 416 | | | 864 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 7 | 307 | 741 | 3 | 138 | 425 |
| Volume Left | 7 | 0 | 0 | 0 | 138 | 0 |
| Volume Right | 0 | 307 | 0 | 3 | 0 | 0 |
| cSH | 325 | 416 | 1700 | 1700 | 864 | 1700 |
| Volume to Capacity | 0.02 | 0.74 | 0.44 | 0.00 | 0.16 | 0.25 |
| Queue Length 95th (ft) | 2 | 147 | 0 | 0 | 14 | 0 |
| Control Delay (s) | 16.3 | 34.3 | 0.0 | 0.0 | 10.0 | 0.0 |
| Lane LOS | C | D | | | A | |
| Approach Delay (s) | 33.9 | | 0.0 | | 2.4 | |
| Approach LOS | D | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.4 | | |
| Intersection Capacity Utilization | 60.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 75 | 177 | 508 | 32 | 50 | 347 |
| Future Vol, veh/h | 75 | 177 | 508 | 32 | 50 | 347 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 200 | 0 | - | 200 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 192 | 552 | 35 | 54 | 377 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1037 | - | 0 | 0 | 587 | 0 |
| Stage 1 | 552 | - | - | - | - | - |
| Stage 2 | 485 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 256 | 0 | - | - | 988 | - |
| Stage 1 | 577 | 0 | - | - | - | - |
| Stage 2 | 619 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 242 | - | - | - | 988 | - |
| Mov Cap-2 Maneuver | 242 | - | - | - | - | - |
| Stage 1 | 545 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 27.3 | 0 | 1.1 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 242 | - | 988 | - |
| HCM Lane V/C Ratio | - | - | 0.337 | - | 0.055 | - |
| HCM Control Delay (s) | - | - | 27.3 | 0 | 8.9 | - |
| HCM Lane LOS | - | - | D | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.4 | - | 0.2 | - |

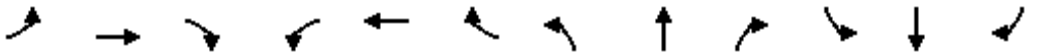
| Intersection | |
|---|---|
| Int Delay, s/veh | 4.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 151 | 110 | 429 | 61 | 19 | 403 |
| Future Vol, veh/h | 151 | 110 | 429 | 61 | 19 | 403 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 172 | 125 | 488 | 69 | 22 | 458 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 990 | 488 | 0 | 0 | 557 | 0 |
| Stage 1 | 488 | - | - | - | - | - |
| Stage 2 | 502 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 273 | 580 | - | - | 1014 | - |
| Stage 1 | 617 | - | - | - | - | - |
| Stage 2 | 608 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 267 | 580 | - | - | 1014 | - |
| Mov Cap-2 Maneuver | 393 | - | - | - | - | - |
| Stage 1 | 603 | - | - | - | - | - |
| Stage 2 | 608 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.6 | 0 | 0.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 393 | 580 | 1014 | - |
| HCM Lane V/C Ratio | - | - | 0.437 | 0.216 | 0.021 | - |
| HCM Control Delay (s) | - | - | 21.1 | 12.9 | 8.6 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.2 | 0.8 | 0.1 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 137 | 19 | 20 | 72 | 49 | 377 | 12 | 2141 | 66 | 92 | 828 | 61 |
| Future Volume (veh/h) | 137 | 19 | 20 | 72 | 49 | 377 | 12 | 2141 | 66 | 92 | 828 | 61 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 144 | 20 | 0 | 76 | 52 | 397 | 13 | 2254 | 69 | 97 | 872 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 228 | 436 | | 458 | 42 | 321 | 41 | 2629 | 80 | 176 | 2779 | |
| Arrive On Green | 0.07 | 0.23 | 0.00 | 0.05 | 0.22 | 0.22 | 0.02 | 0.52 | 0.51 | 0.05 | 0.54 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 187 | 1427 | 1781 | 5091 | 155 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 144 | 20 | 0 | 76 | 0 | 449 | 13 | 1504 | 819 | 97 | 872 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1614 | 1781 | 1702 | 1842 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 4.9 | 1.0 | 0.0 | 3.9 | 0.0 | 27.0 | 0.9 | 46.0 | 46.4 | 3.3 | 11.3 | 0.0 |
| Cycle Q Clear(g_c), s | 4.9 | 1.0 | 0.0 | 3.9 | 0.0 | 27.0 | 0.9 | 46.0 | 46.4 | 3.3 | 11.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.88 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 228 | 436 | | 458 | 0 | 363 | 41 | 1758 | 951 | 176 | 2779 | |
| V/C Ratio(X) | 0.63 | 0.05 | | 0.17 | 0.00 | 1.24 | 0.32 | 0.86 | 0.86 | 0.55 | 0.31 | |
| Avail Cap(c_a), veh/h | 317 | 436 | | 532 | 0 | 363 | 119 | 1758 | 951 | 230 | 2779 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.00 |
| Uniform Delay (d), s/veh | 54.6 | 35.7 | 0.0 | 33.3 | 0.0 | 46.9 | 57.7 | 25.2 | 25.3 | 55.6 | 15.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.9 | 0.0 | 0.0 | 0.2 | 0.0 | 128.1 | 4.4 | 5.6 | 10.1 | 2.6 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 0.5 | 0.0 | 1.7 | 0.0 | 23.8 | 0.4 | 17.7 | 20.5 | 1.4 | 4.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.5 | 35.7 | 0.0 | 33.5 | 0.0 | 175.0 | 62.1 | 30.8 | 35.4 | 58.2 | 15.3 | 0.0 |
| LnGrp LOS | E | D | | C | A | F | E | C | D | E | B | |
| Approach Vol, veh/h | | 164 | A | | 525 | | | 2336 | | | 969 | A |
| Approach Delay, s/veh | | 54.8 | | | 154.5 | | | 32.5 | | | 19.6 | |
| Approach LOS | | D | | | F | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.1 | 68.0 | 10.0 | 32.0 | 6.8 | 71.3 | 11.9 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 4.5 | 5.0 | 5.0 | 7.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 56.0 | 10.5 | 25.0 | 7.0 | 56.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 5.3 | 48.4 | 5.9 | 3.0 | 2.9 | 13.3 | 6.9 | 29.0 |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.1 | 0.0 | 0.0 | 6.0 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 46.4 |
| HCM 6th LOS | D |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 77 | 8 | 15 | 58 | 71 | 11 | 100 | 16 | 50 | 56 | 11 |
| Future Vol, veh/h | 3 | 77 | 8 | 15 | 58 | 71 | 11 | 100 | 16 | 50 | 56 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | 0 | 150 | - | 150 | 150 | - | 150 |
| 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 | 84 | 9 | 16 | 63 | 77 | 12 | 109 | 17 | 54 | 61 | 12 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 279 | 319 | 31 | 314 | 314 | 55 | 73 | 0 | 0 | 126 | 0 | 0 |
| Stage 1 | 169 | 169 | - | 133 | 133 | - | - | - | - | - | - | - |
| Stage 2 | 110 | 150 | - | 181 | 181 | - | - | - | - | - | - | - |
| 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 | 651 | 596 | 1036 | 615 | 600 | 1000 | 1525 | - | - | 1458 | - | - |
| Stage 1 | 816 | 758 | - | 857 | 785 | - | - | - | - | - | - | - |
| Stage 2 | 883 | 772 | - | 803 | 749 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 532 | 569 | 1036 | 523 | 573 | 1000 | 1525 | - | - | 1458 | - | - |
| Mov Cap-2 Maneuver | 532 | 569 | - | 523 | 573 | - | - | - | - | - | - | - |
| Stage 1 | 809 | 730 | - | 850 | 779 | - | - | - | - | - | - | - |
| Stage 2 | 743 | 766 | - | 679 | 721 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 12 | 10.5 | 0.6 | 3.2 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1525 | - | - | 532 | 569 | 1036 | 523 | 573 | 1000 | 1458 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | - | 0.006 | 0.147 | 0.008 | 0.031 | 0.11 | 0.077 | 0.037 | - | - |
| HCM Control Delay (s) | 7.4 | - | - | 11.8 | 12.4 | 8.5 | 12.1 | 12.1 | 8.9 | 7.6 | - | - |
| HCM Lane LOS | A | - | - | B | B | A | B | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.5 | 0 | 0.1 | 0.4 | 0.2 | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 0 | 76 | 83 | 15 |
| Future Vol, veh/h | 0 | 3 | 0 | 76 | 83 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 0 | 83 | 90 | 16 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 53 | - | 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 | 1003 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 1003 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 1003 | - | - |
| HCM Lane V/C Ratio | - | 0.003 | - | - |
| HCM Control Delay (s) | - | 8.6 | - | - |
| HCM Lane LOS | - | A | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 51 | 22 | 2 | 155 | 2 | 68 | 0 | 6 | 5 | 0 | 29 |
| Future Vol, veh/h | 9 | 51 | 22 | 2 | 155 | 2 | 68 | 0 | 6 | 5 | 0 | 29 |
| 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 | 150 | - | 0 | 150 | - | - | - | - | - | - | - | - |
| 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 | 10 | 55 | 24 | 2 | 168 | 2 | 74 | 0 | 7 | 5 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 170 | 0 | 0 | 79 | 0 | 0 | 264 | 249 | 55 | 264 | 272 | 169 |
| Stage 1 | - | - | - | - | - | - | 75 | 75 | - | 173 | 173 | - |
| Stage 2 | - | - | - | - | - | - | 189 | 174 | - | 91 | 99 | - |
| 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 | 1407 | - | - | 1519 | - | - | 689 | 654 | 1012 | 689 | 635 | 875 |
| Stage 1 | - | - | - | - | - | - | 934 | 833 | - | 829 | 756 | - |
| Stage 2 | - | - | - | - | - | - | 813 | 755 | - | 916 | 813 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1407 | - | - | 1519 | - | - | 660 | 649 | 1012 | 680 | 630 | 875 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 660 | 649 | - | 680 | 630 | - |
| Stage 1 | - | - | - | - | - | - | 927 | 827 | - | 823 | 755 | - |
| Stage 2 | - | - | - | - | - | - | 783 | 754 | - | 904 | 807 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.8 | 0.1 | 11 | 9.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 679 | 1407 | - | - | 1519 | - | - | 840 |
| HCM Lane V/C Ratio | 0.118 | 0.007 | - | - | 0.001 | - | - | 0.044 |
| HCM Control Delay (s) | 11 | 7.6 | - | - | 7.4 | - | - | 9.5 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 41 | 13 | 6 | 60 | 3 | 73 | 0 | 32 | 10 | 0 | 26 |
| Future Vol, veh/h | 8 | 41 | 13 | 6 | 60 | 3 | 73 | 0 | 32 | 10 | 0 | 26 |
| 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 | 150 | - | - | 150 | - | - | - | - | - | - | - | - |
| 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 | 45 | 14 | 7 | 65 | 3 | 79 | 0 | 35 | 11 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 68 | 0 | 0 | 59 | 0 | 0 | 165 | 152 | 52 | 169 | 158 | 67 |
| Stage 1 | - | - | - | - | - | - | 70 | 70 | - | 81 | 81 | - |
| Stage 2 | - | - | - | - | - | - | 95 | 82 | - | 88 | 77 | - |
| 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 | 1533 | - | - | 1545 | - | - | 800 | 740 | 1016 | 795 | 734 | 997 |
| Stage 1 | - | - | - | - | - | - | 940 | 837 | - | 927 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 912 | 827 | - | 920 | 831 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1533 | - | - | 1545 | - | - | 771 | 732 | 1016 | 762 | 726 | 997 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 771 | 732 | - | 762 | 726 | - |
| Stage 1 | - | - | - | - | - | - | 934 | 832 | - | 921 | 824 | - |
| Stage 2 | - | - | - | - | - | - | 882 | 823 | - | 883 | 826 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.9 | 0.6 | 10 | 9.1 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 832 | 1533 | - | - | 1545 | - | - | 918 |
| HCM Lane V/C Ratio | 0.137 | 0.006 | - | - | 0.004 | - | - | 0.043 |
| HCM Control Delay (s) | 10 | 7.4 | - | - | 7.3 | - | - | 9.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.5 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 98 | 44 | 5 | 140 | 1 | 0 | 0 | 11 | 0 | 0 | 4 |
| Future Vol, veh/h | 1 | 98 | 44 | 5 | 140 | 1 | 0 | 0 | 11 | 0 | 0 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 107 | 48 | 5 | 152 | 1 | 0 | 0 | 12 | 0 | 0 | 4 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 153 | 0 | 0 | 155 | 0 | 0 | - | - | 107 | - | - | 153 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | - | - | 6.22 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | - | - | 3.318 | - | - | 3.318 |
| Pot Cap-1 Maneuver | 1428 | - | - | 1425 | - | - | 0 | 0 | 947 | 0 | 0 | 893 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1428 | - | - | 1425 | - | - | - | - | 947 | - | - | 893 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 8.9 | 9.1 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 947 | 1428 | - | - | 1425 | - | - | 893 |
| HCM Lane V/C Ratio | 0.013 | 0.001 | - | - | 0.004 | - | - | 0.005 |
| HCM Control Delay (s) | 8.9 | 7.5 | - | - | 7.5 | - | - | 9.1 |
| HCM Lane LOS | A | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 96 | 10 | 19 | 75 | 10 | 59 | 1 | 19 | 33 | 0 | 11 |
| Future Vol, veh/h | 3 | 96 | 10 | 19 | 75 | 10 | 59 | 1 | 19 | 33 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 104 | 11 | 21 | 82 | 11 | 64 | 1 | 21 | 36 | 0 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 93 | 0 | 0 | 115 | 0 | 0 | 252 | 251 | 110 | 257 | 251 | 88 |
| Stage 1 | - | - | - | - | - | - | 116 | 116 | - | 130 | 130 | - |
| Stage 2 | - | - | - | - | - | - | 136 | 135 | - | 127 | 121 | - |
| 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 | 1501 | - | - | 1474 | - | - | 701 | 652 | 943 | 696 | 652 | 970 |
| Stage 1 | - | - | - | - | - | - | 889 | 800 | - | 874 | 789 | - |
| Stage 2 | - | - | - | - | - | - | 867 | 785 | - | 877 | 796 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1501 | - | - | 1474 | - | - | 683 | 642 | 943 | 672 | 642 | 970 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 683 | 642 | - | 672 | 642 | - |
| Stage 1 | - | - | - | - | - | - | 887 | 798 | - | 872 | 778 | - |
| Stage 2 | - | - | - | - | - | - | 844 | 774 | - | 855 | 794 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 1.4 | 10.6 | 10.3 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 731 | 1501 | - | - | 1474 | - | - | 728 |
| HCM Lane V/C Ratio | 0.117 | 0.002 | - | - | 0.014 | - | - | 0.066 |
| HCM Control Delay (s) | 10.6 | 7.4 | - | - | 7.5 | - | - | 10.3 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.2 |

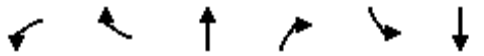
| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 45 | 0 | 15 | 8 | 0 | 75 | 4 | 166 | 3 | 23 | 92 | 15 |
| Future Vol, veh/h | 45 | 0 | 15 | 8 | 0 | 75 | 4 | 166 | 3 | 23 | 92 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | 150 | 150 | - | 150 | 150 | - | 150 |
| 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 | 49 | 0 | 16 | 9 | 0 | 82 | 4 | 180 | 3 | 25 | 100 | 16 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 248 | 341 | 50 | 288 | 354 | 90 | 116 | 0 | 0 | 183 | 0 | 0 |
| Stage 1 | 150 | 150 | - | 188 | 188 | - | - | - | - | - | - | - |
| Stage 2 | 98 | 191 | - | 100 | 166 | - | - | - | - | - | - | - |
| 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 | 685 | 580 | 1008 | 642 | 570 | 950 | 1470 | - | - | 1389 | - | - |
| Stage 1 | 837 | 772 | - | 796 | 743 | - | - | - | - | - | - | - |
| Stage 2 | 898 | 741 | - | 895 | 760 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 617 | 568 | 1008 | 621 | 558 | 950 | 1470 | - | - | 1389 | - | - |
| Mov Cap-2 Maneuver | 617 | 568 | - | 621 | 558 | - | - | - | - | - | - | - |
| Stage 1 | 834 | 758 | - | 794 | 741 | - | - | - | - | - | - | - |
| Stage 2 | 819 | 739 | - | 865 | 746 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.6 | 9.3 | 0.2 | 1.4 |
| HCM LOS | B | A | | |

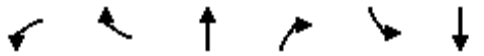
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1470 | - | - | 617 | 1008 | 621 | - | 950 | 1389 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.079 | 0.016 | 0.014 | - | 0.086 | 0.018 | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 11.3 | 8.6 | 10.9 | 0 | 9.1 | 7.6 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.3 | 0 | 0 | - | 0.3 | 0.1 | - | - |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 246 | 145 | 469 | 199 | 350 | 700 |
| Future Volume (veh/h) | 246 | 145 | 469 | 199 | 350 | 700 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 267 | 158 | 510 | 216 | 380 | 761 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 332 | 295 | 898 | 761 | 476 | 1210 |
| Arrive On Green | 0.19 | 0.19 | 0.48 | 0.48 | 0.08 | 0.65 |
| Sat Flow, veh/h | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Grp Volume(v), veh/h | 267 | 158 | 510 | 216 | 380 | 761 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1870 | 1585 | 1781 | 1870 |
| Q Serve(g_s), s | 8.6 | 5.4 | 11.7 | 4.9 | 5.0 | 14.5 |
| Cycle Q Clear(g_c), s | 8.6 | 5.4 | 11.7 | 4.9 | 5.0 | 14.5 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 332 | 295 | 898 | 761 | 476 | 1210 |
| V/C Ratio(X) | 0.80 | 0.53 | 0.57 | 0.28 | 0.80 | 0.63 |
| Avail Cap(c_a), veh/h | 445 | 396 | 898 | 761 | 476 | 1210 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 23.4 | 22.1 | 11.1 | 9.4 | 12.3 | 6.3 |
| Incr Delay (d2), s/veh | 7.6 | 1.5 | 2.6 | 0.9 | 9.2 | 2.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.9 | 1.9 | 4.5 | 1.6 | 3.0 | 4.4 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 31.0 | 23.6 | 13.7 | 10.3 | 21.5 | 8.8 |
| LnGrp LOS | C | C | B | B | C | A |
| Approach Vol, veh/h | 425 | | 726 | | | 1141 |
| Approach Delay, s/veh | 28.2 | | 12.7 | | | 13.0 |
| Approach LOS | C | | B | | | B |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 33.8 | | | 43.8 | 16.2 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 25.0 | | | 35.0 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 7.0 | 13.7 | | | 16.5 | 10.6 |
| Green Ext Time (p_c), s | 0.0 | 3.0 | | | 5.1 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 15.8 |
| HCM 6th LOS | B |



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 4 | 205 | 465 | 9 | 356 | 545 |
| Future Volume (Veh/h) | 4 | 205 | 465 | 9 | 356 | 545 |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 223 | 505 | 10 | 387 | 592 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | TWLTL | | | None |
| Median storage veh) | | | 2 | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1871 | 505 | | | 515 | |
| vC1, stage 1 conf vol | 505 | | | | | |
| vC2, stage 2 conf vol | 1366 | | | | | |
| vCu, unblocked vol | 1871 | 505 | | | 515 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | 5.4 | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 61 | | | 63 | |
| cM capacity (veh/h) | 144 | 567 | | | 1051 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 4 | 223 | 505 | 10 | 387 | 592 |
| Volume Left | 4 | 0 | 0 | 0 | 387 | 0 |
| Volume Right | 0 | 223 | 0 | 10 | 0 | 0 |
| cSH | 144 | 567 | 1700 | 1700 | 1051 | 1700 |
| Volume to Capacity | 0.03 | 0.39 | 0.30 | 0.01 | 0.37 | 0.35 |
| Queue Length 95th (ft) | 2 | 47 | 0 | 0 | 43 | 0 |
| Control Delay (s) | 30.8 | 15.4 | 0.0 | 0.0 | 10.4 | 0.0 |
| Lane LOS | D | C | | | B | |
| Approach Delay (s) | 15.7 | | 0.0 | | 4.1 | |
| Approach LOS | C | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.4 | | |
| Intersection Capacity Utilization | 57.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 59 | 107 | 366 | 83 | 159 | 390 |
| Future Vol, veh/h | 59 | 107 | 366 | 83 | 159 | 390 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | Free | - | None | - | None |
| Storage Length | 200 | 0 | - | 200 | 200 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 64 | 116 | 398 | 90 | 173 | 424 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1168 | - | 0 | 0 | 488 | 0 |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 770 | - | - | - | - | - |
| Critical Hdwy | 6.42 | - | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | - | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 214 | 0 | - | - | 1075 | - |
| Stage 1 | 678 | 0 | - | - | - | - |
| Stage 2 | 457 | 0 | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 180 | - | - | - | 1075 | - |
| Mov Cap-2 Maneuver | 239 | - | - | - | - | - |
| Stage 1 | 569 | - | - | - | - | - |
| Stage 2 | 457 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 25.5 | 0 | 2.6 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 239 | - | 1075 | - |
| HCM Lane V/C Ratio | - | - | 0.268 | - | 0.161 | - |
| HCM Control Delay (s) | - | - | 25.5 | 0 | 9 | - |
| HCM Lane LOS | - | - | D | A | A | - |
| HCM 95th %tile Q(veh) | - | - | 1 | - | 0.6 | - |

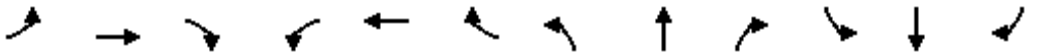
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 39 | 419 | 139 | 62 | 386 |
| Future Vol, veh/h | 94 | 39 | 419 | 139 | 62 | 386 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 230 | 0 | - | 350 | 350 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 104 | 43 | 466 | 154 | 69 | 429 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1033 | 466 | 0 | 0 | 620 | 0 |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 258 | 597 | - | - | 960 | - |
| Stage 1 | 632 | - | - | - | - | - |
| Stage 2 | 568 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 239 | 597 | - | - | 960 | - |
| Mov Cap-2 Maneuver | 354 | - | - | - | - | - |
| Stage 1 | 586 | - | - | - | - | - |
| Stage 2 | 568 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.1 | 0 | 1.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 354 | 597 | 960 | - |
| HCM Lane V/C Ratio | - | - | 0.295 | 0.073 | 0.072 | - |
| HCM Control Delay (s) | - | - | 19.4 | 11.5 | 9 | - |
| HCM Lane LOS | - | - | C | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.2 | 0.2 | 0.2 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 121 | 57 | 14 | 46 | 30 | 206 | 16 | 1143 | 32 | 458 | 1976 | 179 |
| Future Volume (veh/h) | 121 | 57 | 14 | 46 | 30 | 206 | 16 | 1143 | 32 | 458 | 1976 | 179 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 129 | 61 | 0 | 49 | 32 | 219 | 17 | 1216 | 34 | 487 | 2102 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 187 | 257 | | 265 | 26 | 176 | 32 | 2496 | 70 | 571 | 3248 | |
| Arrive On Green | 0.05 | 0.14 | 0.00 | 0.03 | 0.13 | 0.13 | 0.02 | 0.49 | 0.49 | 0.17 | 0.64 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 206 | 1410 | 1781 | 5106 | 143 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 129 | 61 | 0 | 49 | 0 | 251 | 17 | 811 | 439 | 487 | 2102 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1616 | 1781 | 1702 | 1845 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 4.4 | 3.5 | 0.0 | 2.9 | 0.0 | 15.0 | 1.1 | 19.2 | 19.2 | 16.4 | 30.6 | 0.0 |
| Cycle Q Clear(g_c), s | 4.4 | 3.5 | 0.0 | 2.9 | 0.0 | 15.0 | 1.1 | 19.2 | 19.2 | 16.4 | 30.6 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.87 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 187 | 257 | | 265 | 0 | 202 | 32 | 1664 | 902 | 571 | 3248 | |
| V/C Ratio(X) | 0.69 | 0.24 | | 0.18 | 0.00 | 1.24 | 0.53 | 0.49 | 0.49 | 0.85 | 0.65 | |
| Avail Cap(c_a), veh/h | 187 | 257 | | 287 | 0 | 202 | 111 | 1664 | 902 | 907 | 3248 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.46 | 0.46 | 0.00 |
| Uniform Delay (d), s/veh | 55.8 | 46.2 | 0.0 | 43.7 | 0.0 | 52.5 | 58.4 | 20.6 | 20.6 | 48.7 | 13.5 | 0.0 |
| Incr Delay (d2), s/veh | 10.2 | 0.5 | 0.0 | 0.3 | 0.0 | 143.7 | 12.9 | 1.0 | 1.9 | 2.2 | 0.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 1.7 | 0.0 | 1.3 | 0.0 | 14.2 | 0.6 | 7.2 | 8.0 | 6.9 | 9.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 65.9 | 46.6 | 0.0 | 44.0 | 0.0 | 196.2 | 71.3 | 21.6 | 22.5 | 50.9 | 14.0 | 0.0 |
| LnGrp LOS | E | D | | D | A | F | E | C | C | D | B | |
| Approach Vol, veh/h | | 190 | A | | 300 | | | 1267 | | | 2589 | A |
| Approach Delay, s/veh | | 59.7 | | | 171.3 | | | 22.6 | | | 20.9 | |
| Approach LOS | | E | | | F | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 24.3 | 65.7 | 8.5 | 21.5 | 6.7 | 83.3 | 10.0 | 20.0 |
| Change Period (Y+Rc), s | 4.5 | 7.0 | 4.5 | 5.0 | 4.5 | 7.0 | 4.5 | 5.0 |
| Max Green Setting (Gmax), s | 31.5 | 47.0 | 5.5 | 15.0 | 7.5 | 71.0 | 5.5 | 15.0 |
| Max Q Clear Time (g_c+I1), s | 18.4 | 21.2 | 4.9 | 5.5 | 3.1 | 32.6 | 6.4 | 17.0 |
| Green Ext Time (p_c), s | 1.4 | 8.0 | 0.0 | 0.1 | 0.0 | 21.1 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 33.5 |
| HCM 6th LOS | C |

**Notes**

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 9 | 91 | 14 | 44 | 88 | 114 | 8 | 36 | 35 | 138 | 107 | 7 |
| Future Vol, veh/h | 9 | 91 | 14 | 44 | 88 | 114 | 8 | 36 | 35 | 138 | 107 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | 0 | 150 | - | 150 | 150 | - | 150 |
| 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 | 10 | 99 | 15 | 48 | 96 | 124 | 9 | 39 | 38 | 150 | 116 | 8 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 502 | 511 | 58 | 465 | 481 | 20 | 124 | 0 | 0 | 77 | 0 | 0 |
| Stage 1 | 416 | 416 | - | 57 | 57 | - | - | - | - | - | - | - |
| Stage 2 | 86 | 95 | - | 408 | 424 | - | - | - | - | - | - | - |
| 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 | 452 | 464 | 996 | 481 | 483 | 1053 | 1461 | - | - | 1520 | - | - |
| Stage 1 | 585 | 590 | - | 948 | 847 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 815 | - | 591 | 585 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 306 | 416 | 996 | 357 | 433 | 1053 | 1461 | - | - | 1520 | - | - |
| Mov Cap-2 Maneuver | 306 | 416 | - | 357 | 433 | - | - | - | - | - | - | - |
| Stage 1 | 581 | 532 | - | 942 | 842 | - | - | - | - | - | - | - |
| Stage 2 | 709 | 810 | - | 427 | 527 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 15.4 | 12.7 | 0.8 | 4.2 |
| HCM LOS | C | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1461 | - | - | 306 | 416 | 996 | 357 | 433 | 1053 | 1520 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.032 | 0.238 | 0.015 | 0.134 | 0.221 | 0.118 | 0.099 | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 17.2 | 16.3 | 8.7 | 16.6 | 15.7 | 8.9 | 7.6 | - | - |
| HCM Lane LOS | A | - | - | C | C | A | C | C | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.9 | 0 | 0.5 | 0.8 | 0.4 | 0.3 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 0 | 74 | 77 | 51 |
| Future Vol, veh/h | 0 | 2 | 0 | 74 | 77 | 51 |
| 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 | 2 | 0 | 80 | 84 | 55 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 70 | - | 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 | 978 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 978 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 8.7 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 978 | - | - |
| HCM Lane V/C Ratio | - | 0.002 | - | - |
| HCM Control Delay (s) | - | 8.7 | - | - |
| HCM Lane LOS | - | A | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 137 | 72 | 9 | 106 | 6 | 42 | 0 | 5 | 4 | 0 | 18 |
| Future Vol, veh/h | 32 | 137 | 72 | 9 | 106 | 6 | 42 | 0 | 5 | 4 | 0 | 18 |
| 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 | 150 | - | 0 | 150 | - | - | - | - | - | - | - | - |
| 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 | 35 | 149 | 78 | 10 | 115 | 7 | 46 | 0 | 5 | 4 | 0 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 122 | 0 | 0 | 227 | 0 | 0 | 368 | 361 | 149 | 400 | 436 | 119 |
| Stage 1 | - | - | - | - | - | - | 219 | 219 | - | 139 | 139 | - |
| Stage 2 | - | - | - | - | - | - | 149 | 142 | - | 261 | 297 | - |
| 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 | 1465 | - | - | 1341 | - | - | 588 | 566 | 898 | 560 | 514 | 933 |
| Stage 1 | - | - | - | - | - | - | 783 | 722 | - | 864 | 782 | - |
| Stage 2 | - | - | - | - | - | - | 854 | 779 | - | 744 | 668 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1465 | - | - | 1341 | - | - | 562 | 548 | 898 | 543 | 498 | 933 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 562 | 548 | - | 543 | 498 | - |
| Stage 1 | - | - | - | - | - | - | 764 | 705 | - | 843 | 777 | - |
| Stage 2 | - | - | - | - | - | - | 830 | 774 | - | 722 | 652 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0.6 | 11.7 | 9.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 585 | 1465 | - | - | 1341 | - | - | 825 |
| HCM Lane V/C Ratio | 0.087 | 0.024 | - | - | 0.007 | - | - | 0.029 |
| HCM Control Delay (s) | 11.7 | 7.5 | - | - | 7.7 | - | - | 9.5 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 27 | 72 | 48 | 23 | 62 | 13 | 44 | 0 | 23 | 8 | 0 | 15 |
| Future Vol, veh/h | 27 | 72 | 48 | 23 | 62 | 13 | 44 | 0 | 23 | 8 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 150 | - | - | - | - | - | - | - | - |
| 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 | 29 | 78 | 52 | 25 | 67 | 14 | 48 | 0 | 25 | 9 | 0 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 81 | 0 | 0 | 130 | 0 | 0 | 294 | 293 | 104 | 299 | 312 | 74 |
| Stage 1 | - | - | - | - | - | - | 162 | 162 | - | 124 | 124 | - |
| Stage 2 | - | - | - | - | - | - | 132 | 131 | - | 175 | 188 | - |
| 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 | 1517 | - | - | 1455 | - | - | 658 | 618 | 951 | 653 | 603 | 988 |
| Stage 1 | - | - | - | - | - | - | 840 | 764 | - | 880 | 793 | - |
| Stage 2 | - | - | - | - | - | - | 871 | 788 | - | 827 | 745 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1517 | - | - | 1455 | - | - | 629 | 596 | 951 | 618 | 581 | 988 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 629 | 596 | - | 618 | 581 | - |
| Stage 1 | - | - | - | - | - | - | 824 | 749 | - | 863 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 842 | 775 | - | 790 | 731 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.4 | 1.8 | 10.6 | 9.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 712 | 1517 | - | - | 1455 | - | - | 818 |
| HCM Lane V/C Ratio | 0.102 | 0.019 | - | - | 0.017 | - | - | 0.031 |
| HCM Control Delay (s) | 10.6 | 7.4 | - | - | 7.5 | - | - | 9.5 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0.1 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 121 | 140 | 9 | 244 | 5 | 0 | 0 | 49 | 0 | 0 | 2 |
| Future Vol, veh/h | 3 | 121 | 140 | 9 | 244 | 5 | 0 | 0 | 49 | 0 | 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 | 150 | - | 0 | 150 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 132 | 152 | 10 | 265 | 5 | 0 | 0 | 53 | 0 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 270 | 0 | 0 | 284 | 0 | 0 | - | - | 132 | - | - | 268 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | - | - | 6.22 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | - | - | 3.318 | - | - | 3.318 |
| Pot Cap-1 Maneuver | 1293 | - | - | 1278 | - | - | 0 | 0 | 917 | 0 | 0 | 771 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1293 | - | - | 1278 | - | - | - | - | 917 | - | - | 771 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 9.2 | 9.7 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 917 | 1293 | - | - | 1278 | - | - | 771 |
| HCM Lane V/C Ratio | 0.058 | 0.003 | - | - | 0.008 | - | - | 0.003 |
| HCM Control Delay (s) | 9.2 | 7.8 | - | - | 7.8 | - | - | 9.7 |
| HCM Lane LOS | A | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 137 | 22 | 44 | 109 | 33 | 139 | 5 | 12 | 21 | 0 | 10 |
| Future Vol, veh/h | 11 | 137 | 22 | 44 | 109 | 33 | 139 | 5 | 12 | 21 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 149 | 24 | 48 | 118 | 36 | 151 | 5 | 13 | 23 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 154 | 0 | 0 | 173 | 0 | 0 | 423 | 435 | 161 | 426 | 429 | 136 |
| Stage 1 | - | - | - | - | - | - | 185 | 185 | - | 232 | 232 | - |
| Stage 2 | - | - | - | - | - | - | 238 | 250 | - | 194 | 197 | - |
| 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 | 1426 | - | - | 1404 | - | - | 541 | 514 | 884 | 539 | 518 | 913 |
| Stage 1 | - | - | - | - | - | - | 817 | 747 | - | 771 | 713 | - |
| Stage 2 | - | - | - | - | - | - | 765 | 700 | - | 808 | 738 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1426 | - | - | 1404 | - | - | 517 | 492 | 884 | 509 | 496 | 913 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 517 | 492 | - | 509 | 496 | - |
| Stage 1 | - | - | - | - | - | - | 810 | 741 | - | 765 | 689 | - |
| Stage 2 | - | - | - | - | - | - | 730 | 676 | - | 784 | 732 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 1.8 | 14.9 | 11.4 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 533 | 1426 | - | - | 1404 | - | - | 594 |
| HCM Lane V/C Ratio | 0.318 | 0.008 | - | - | 0.034 | - | - | 0.057 |
| HCM Control Delay (s) | 14.9 | 7.5 | - | - | 7.7 | - | - | 11.4 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 1.4 | 0 | - | - | 0.1 | - | - | 0.2 |

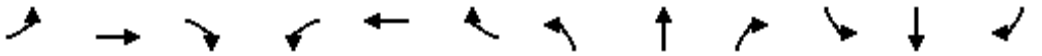
| Intersection | |
|---|---|
| Int Delay, s/veh | 2.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 27 | 0 | 10 | 6 | 0 | 46 | 14 | 136 | 9 | 79 | 235 | 51 |
| Future Vol, veh/h | 27 | 0 | 10 | 6 | 0 | 46 | 14 | 136 | 9 | 79 | 235 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | 150 | 150 | - | 150 | 150 | - | 150 |
| 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 | 29 | 0 | 11 | 7 | 0 | 50 | 15 | 148 | 10 | 86 | 255 | 55 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 531 | 615 | 128 | 478 | 660 | 74 | 310 | 0 | 0 | 158 | 0 | 0 |
| Stage 1 | 427 | 427 | - | 178 | 178 | - | - | - | - | - | - | - |
| Stage 2 | 104 | 188 | - | 300 | 482 | - | - | - | - | - | - | - |
| 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 | 431 | 405 | 898 | 470 | 382 | 973 | 1247 | - | - | 1419 | - | - |
| Stage 1 | 576 | 584 | - | 806 | 751 | - | - | - | - | - | - | - |
| Stage 2 | 890 | 743 | - | 684 | 552 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 386 | 376 | 898 | 439 | 354 | 973 | 1247 | - | - | 1419 | - | - |
| Mov Cap-2 Maneuver | 386 | 376 | - | 439 | 354 | - | - | - | - | - | - | - |
| Stage 1 | 569 | 548 | - | 796 | 742 | - | - | - | - | - | - | - |
| Stage 2 | 834 | 734 | - | 635 | 518 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 13.5 | 9.4 | 0.7 | 1.7 |
| HCM LOS | B | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1247 | - | - | 386 | 898 | 439 | - | 973 | 1419 | - | - |
| HCM Lane V/C Ratio | 0.012 | - | - | 0.076 | 0.012 | 0.015 | - | 0.051 | 0.061 | - | - |
| HCM Control Delay (s) | 7.9 | - | - | 15.1 | 9.1 | 13.3 | 0 | 8.9 | 7.7 | - | - |
| HCM Lane LOS | A | - | - | C | A | B | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.2 | 0 | 0 | - | 0.2 | 0.2 | - | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 380 | 125 | 600 | 215 | 250 | 75 | 281 | 815 | 100 | 192 | 25 |
| Future Volume (veh/h) | 60 | 380 | 125 | 600 | 215 | 250 | 75 | 281 | 815 | 100 | 192 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 400 | 132 | 632 | 226 | 263 | 79 | 296 | 858 | 105 | 202 | 26 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 286 | 545 | 318 | 736 | 1129 | 504 | 162 | 1582 | 1043 | 350 | 1611 | 718 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.21 | 0.32 | 0.32 | 0.05 | 0.45 | 0.45 | 0.06 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 63 | 400 | 132 | 632 | 226 | 263 | 79 | 296 | 858 | 105 | 202 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 3.5 | 12.9 | 8.7 | 21.1 | 5.6 | 16.3 | 2.7 | 6.0 | 48.4 | 3.8 | 4.0 | 1.1 |
| Cycle Q Clear(g_c), s | 3.5 | 12.9 | 8.7 | 21.1 | 5.6 | 16.3 | 2.7 | 6.0 | 48.4 | 3.8 | 4.0 | 1.1 |
| 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 | 286 | 545 | 318 | 736 | 1129 | 504 | 162 | 1582 | 1043 | 350 | 1611 | 718 |
| V/C Ratio(X) | 0.22 | 0.73 | 0.42 | 0.86 | 0.20 | 0.52 | 0.49 | 0.19 | 0.82 | 0.30 | 0.13 | 0.04 |
| Avail Cap(c_a), veh/h | 318 | 918 | 484 | 893 | 1599 | 713 | 230 | 1582 | 1043 | 371 | 1611 | 718 |
| 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 | 39.6 | 48.5 | 41.9 | 45.5 | 29.8 | 33.5 | 55.8 | 20.1 | 15.3 | 16.1 | 19.0 | 18.2 |
| Incr Delay (d2), s/veh | 0.4 | 1.9 | 0.9 | 7.2 | 0.1 | 0.8 | 2.2 | 0.3 | 7.3 | 0.5 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 5.8 | 3.4 | 9.6 | 2.4 | 6.2 | 1.2 | 2.5 | 17.2 | 1.6 | 1.7 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 40.0 | 50.4 | 42.7 | 52.7 | 29.9 | 34.3 | 58.0 | 20.4 | 22.6 | 16.6 | 19.2 | 18.3 |
| LnGrp LOS | D | D | D | D | C | C | E | C | C | B | B | B |
| Approach Vol, veh/h | | 595 | | | 1121 | | | 1233 | | | 333 | |
| Approach Delay, s/veh | | 47.6 | | | 43.8 | | | 24.3 | | | 18.3 | |
| Approach LOS | | D | | | D | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.6 | 57.4 | 29.6 | 22.4 | 9.6 | 58.4 | 9.8 | 42.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 33.0 | 30.0 | 30.0 | 7.0 | 33.0 | 7.0 | 53.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 50.4 | 23.1 | 14.9 | 4.7 | 6.0 | 5.5 | 18.3 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 1.4 | 2.5 | 0.0 | 1.3 | 0.0 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.6 |
| HCM 6th LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 693 | 782 | 96 | 828 | 386 | 935 | 765 | 83 | 352 | 455 | 60 |
| Future Volume (veh/h) | 110 | 693 | 782 | 96 | 828 | 386 | 935 | 765 | 83 | 352 | 455 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 116 | 729 | 823 | 101 | 872 | 0 | 984 | 805 | 87 | 371 | 479 | 63 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 199 | 1066 | 949 | 189 | 1056 | | 1032 | 1356 | 605 | 450 | 758 | 338 |
| Arrive On Green | 0.06 | 0.30 | 0.30 | 0.02 | 0.10 | 0.00 | 0.50 | 0.64 | 0.64 | 0.13 | 0.21 | 0.21 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 116 | 729 | 823 | 101 | 872 | 0 | 984 | 805 | 87 | 371 | 479 | 63 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 3.9 | 21.7 | 36.0 | 3.5 | 28.9 | 0.0 | 32.7 | 15.9 | 2.6 | 12.6 | 14.7 | 3.9 |
| Cycle Q Clear(g_c), s | 3.9 | 21.7 | 36.0 | 3.5 | 28.9 | 0.0 | 32.7 | 15.9 | 2.6 | 12.6 | 14.7 | 3.9 |
| 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 | 199 | 1066 | 949 | 189 | 1056 | | 1032 | 1356 | 605 | 450 | 758 | 338 |
| V/C Ratio(X) | 0.58 | 0.68 | 0.87 | 0.53 | 0.83 | | 0.95 | 0.59 | 0.14 | 0.82 | 0.63 | 0.19 |
| Avail Cap(c_a), veh/h | 317 | 1066 | 949 | 317 | 1066 | | 1037 | 1356 | 605 | 461 | 758 | 338 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.71 | 0.71 | 0.71 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.1 | 37.0 | 20.1 | 57.4 | 51.1 | 0.0 | 29.3 | 16.3 | 13.9 | 50.9 | 42.9 | 38.7 |
| Incr Delay (d2), s/veh | 2.7 | 1.8 | 8.6 | 2.3 | 5.4 | 0.0 | 14.0 | 1.4 | 0.4 | 11.4 | 4.0 | 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(50%),veh/ln | 1.8 | 9.6 | 20.2 | 1.6 | 14.6 | 0.0 | 13.2 | 5.1 | 1.0 | 6.1 | 6.9 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.8 | 38.8 | 28.7 | 59.7 | 56.5 | 0.0 | 43.3 | 17.7 | 14.3 | 62.3 | 46.9 | 39.9 |
| LnGrp LOS | E | D | C | E | E | | D | B | B | E | D | D |
| Approach Vol, veh/h | | 1668 | | | 973 | A | | 1876 | | | 913 | |
| Approach Delay, s/veh | | 35.1 | | | 56.8 | | | 31.0 | | | 52.7 | |
| Approach LOS | | D | | | E | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.6 | 49.8 | 10.6 | 40.0 | 39.8 | 29.6 | 10.9 | 39.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 15.0 | 40.0 | 10.0 | 35.0 | 35.0 | 20.0 | 10.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 17.9 | 5.5 | 38.0 | 34.7 | 16.7 | 5.9 | 31.9 |
| Green Ext Time (p_c), s | 0.1 | 6.2 | 0.1 | 0.0 | 0.2 | 1.1 | 0.1 | 1.7 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 40.5 |
| HCM 6th LOS | D |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 73 | 16 | 1808 | 100 | 11 | 1426 |
| Future Volume (veh/h) | 73 | 16 | 1808 | 100 | 11 | 1426 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 77 | 0 | 1903 | 105 | 12 | 1501 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 99 | | 2862 | 1277 | 209 | 3059 |
| Arrive On Green | 0.06 | 0.00 | 0.81 | 0.81 | 0.03 | 1.00 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 77 | 0 | 1903 | 105 | 12 | 1501 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 5.1 | 0.0 | 26.9 | 1.7 | 0.1 | 0.0 |
| Cycle Q Clear(g_c), s | 5.1 | 0.0 | 26.9 | 1.7 | 0.1 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 99 | | 2862 | 1277 | 209 | 3059 |
| V/C Ratio(X) | 0.77 | | 0.66 | 0.08 | 0.06 | 0.49 |
| Avail Cap(c_a), veh/h | 371 | | 2862 | 1277 | 288 | 3059 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.59 | 0.59 |
| Uniform Delay (d), s/veh | 55.9 | 0.0 | 4.9 | 2.4 | 5.2 | 0.0 |
| Incr Delay (d2), s/veh | 12.0 | 0.0 | 1.2 | 0.1 | 0.1 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.6 | 0.0 | 7.9 | 0.5 | 0.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 67.9 | 0.0 | 6.1 | 2.6 | 5.3 | 0.3 |
| LnGrp LOS | E | | A | A | A | A |
| Approach Vol, veh/h | 77 | A | 2008 | | | 1513 |
| Approach Delay, s/veh | 67.9 | | 5.9 | | | 0.4 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.6 | 101.7 | | | | 108.3 | 11.7 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.6 | 73.0 | | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 28.9 | | | | 2.0 | 7.1 |
| Green Ext Time (p_c), s | 0.0 | 26.2 | | | | 20.0 | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 4.9 |
| HCM 6th LOS | A |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 157 | 117 | 1714 | 64 | 20 | 1443 |
| Future Volume (veh/h) | 157 | 117 | 1714 | 64 | 20 | 1443 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 165 | 123 | 1804 | 67 | 21 | 1519 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 201 | 179 | 2634 | 1175 | 213 | 2857 |
| Arrive On Green | 0.11 | 0.11 | 0.74 | 0.74 | 0.02 | 0.80 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 165 | 123 | 1804 | 67 | 21 | 1519 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 10.9 | 9.0 | 32.0 | 1.4 | 0.3 | 17.6 |
| Cycle Q Clear(g_c), s | 10.9 | 9.0 | 32.0 | 1.4 | 0.3 | 17.6 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 201 | 179 | 2634 | 1175 | 213 | 2857 |
| V/C Ratio(X) | 0.82 | 0.69 | 0.68 | 0.06 | 0.10 | 0.53 |
| Avail Cap(c_a), veh/h | 371 | 330 | 2634 | 1175 | 280 | 2857 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.1 | 51.2 | 8.2 | 4.2 | 8.2 | 4.0 |
| Incr Delay (d2), s/veh | 8.1 | 4.6 | 1.5 | 0.1 | 0.2 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 3.7 | 9.4 | 0.4 | 0.1 | 3.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 60.1 | 55.9 | 9.6 | 4.3 | 8.4 | 4.7 |
| LnGrp LOS | E | E | A | A | A | A |
| Approach Vol, veh/h | 288 | | 1871 | | | 1540 |
| Approach Delay, s/veh | 58.3 | | 9.4 | | | 4.8 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.5 | 94.0 | | | | 101.5 | 18.5 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 73.0 | | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 34.0 | | | | 19.6 | 12.9 |
| Green Ext Time (p_c), s | 0.0 | 19.2 | | | | 15.9 | 0.7 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 16 | 0 |
| Future Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 16 | 0 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 17 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 3 | 2 | | 1 | 2 | 0 | 3 | 4808 | 0 | 1 | 4808 | |
| Arrive On Green | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.94 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 1870 | 0 | 3456 | 5274 | 0 | 1781 | 5106 | 1585 |
| Grp Volume(v), veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 17 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 1870 | 0 | 1728 | 1702 | 0 | 1781 | 1702 | 1585 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 3 | 2 | | 1 | 2 | 0 | 3 | 4808 | 0 | 1 | 4808 | |
| V/C Ratio(X) | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Avail Cap(c_a), veh/h | 720 | 390 | | 74 | 78 | 0 | 288 | 4808 | 0 | 74 | 4808 | |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 |
| Incr Delay (d2), 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 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.2 | 0.0 |
| LnGrp LOS | A | A | | A | A | A | A | A | A | A | A | |
| Approach Vol, veh/h | | 0 | A | | 0 | | | 14 | | | 17 | A |
| Approach Delay, s/veh | | 0.0 | | | 0.0 | | | 0.2 | | | 0.2 | |
| Approach LOS | | | | | | | | A | | | A | |

| Timer - Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 120.0 | | 0.0 | 0.0 | 120.0 | | 0.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | | 5.0 | 5.0 | 7.0 | | 5.0 |
| Max Green Setting (Gmax), s | 5.0 | 63.0 | | 25.0 | 10.0 | 58.0 | | 5.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 2.0 | | 0.0 | 0.0 | 2.0 | | 0.0 |
| Green Ext Time (p_c), s | 0.0 | 0.1 | | 0.0 | 0.0 | 0.1 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 0.2 |
| HCM 6th LOS | A |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 53 | 30 | 118 | 75 | 125 | 325 | 149 | 2180 | 70 | 90 | 800 | 41 |
| Future Volume (veh/h) | 53 | 30 | 118 | 75 | 125 | 325 | 149 | 2180 | 70 | 90 | 800 | 41 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 56 | 32 | 0 | 79 | 132 | 342 | 157 | 2295 | 74 | 95 | 842 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 151 | 390 | | 428 | 104 | 269 | 198 | 2742 | 88 | 174 | 2444 | |
| Arrive On Green | 0.04 | 0.21 | 0.00 | 0.06 | 0.22 | 0.22 | 0.11 | 0.54 | 0.53 | 0.05 | 0.48 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 461 | 1194 | 1781 | 5082 | 163 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 56 | 32 | 0 | 79 | 0 | 474 | 157 | 1534 | 835 | 95 | 842 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1655 | 1781 | 1702 | 1841 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 1.9 | 1.7 | 0.0 | 4.1 | 0.0 | 27.0 | 10.3 | 45.3 | 45.9 | 3.2 | 12.4 | 0.0 |
| Cycle Q Clear(g_c), s | 1.9 | 1.7 | 0.0 | 4.1 | 0.0 | 27.0 | 10.3 | 45.3 | 45.9 | 3.2 | 12.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.72 | 1.00 | | 0.09 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 151 | 390 | | 428 | 0 | 372 | 198 | 1836 | 993 | 174 | 2444 | |
| V/C Ratio(X) | 0.37 | 0.08 | | 0.18 | 0.00 | 1.27 | 0.79 | 0.84 | 0.84 | 0.55 | 0.34 | |
| Avail Cap(c_a), veh/h | 317 | 405 | | 499 | 0 | 372 | 238 | 1836 | 993 | 230 | 2444 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 55.8 | 38.2 | 0.0 | 34.0 | 0.0 | 46.9 | 52.0 | 23.2 | 23.3 | 55.6 | 19.5 | 0.0 |
| Incr Delay (d2), s/veh | 1.5 | 0.1 | 0.0 | 0.2 | 0.0 | 142.2 | 14.2 | 4.7 | 8.5 | 2.7 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 0.8 | 0.0 | 1.8 | 0.0 | 25.9 | 5.2 | 17.0 | 19.7 | 1.4 | 4.6 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.3 | 38.3 | 0.0 | 34.2 | 0.0 | 189.0 | 66.2 | 27.8 | 31.9 | 58.3 | 19.9 | 0.0 |
| LnGrp LOS | E | D | | C | A | F | E | C | C | E | B | |
| Approach Vol, veh/h | | 88 | A | | 553 | | | 2526 | | | 937 | A |
| Approach Delay, s/veh | | 50.4 | | | 166.9 | | | 31.6 | | | 23.8 | |
| Approach LOS | | D | | | F | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 70.7 | 10.2 | 29.0 | 17.3 | 63.4 | 9.2 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 4.5 | 5.0 | 5.0 | 7.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 56.0 | 10.5 | 25.0 | 15.0 | 48.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 15.2 | 47.9 | 6.1 | 3.7 | 12.3 | 14.4 | 3.9 | 29.0 |
| Green Ext Time (p_c), s | 0.0 | 7.0 | 0.1 | 0.1 | 0.1 | 5.6 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 48.4 |
| HCM 6th LOS | D |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 77 | 21 | 13 | 7 | 31 | 363 | 23 | 828 | 22 | 315 | 725 | 35 |
| Future Volume (veh/h) | 77 | 21 | 13 | 7 | 31 | 363 | 23 | 828 | 22 | 315 | 725 | 35 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 81 | 22 | 14 | 7 | 33 | 382 | 24 | 872 | 23 | 332 | 763 | 37 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 374 | 513 | 435 | 414 | 442 | 573 | 357 | 1599 | 713 | 434 | 1934 | 863 |
| Arrive On Green | 0.06 | 0.27 | 0.27 | 0.02 | 0.24 | 0.24 | 0.03 | 0.45 | 0.45 | 0.04 | 0.18 | 0.18 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 81 | 22 | 14 | 7 | 33 | 382 | 24 | 872 | 23 | 332 | 763 | 37 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 4.0 | 1.0 | 0.8 | 0.4 | 1.6 | 24.3 | 0.9 | 21.5 | 1.0 | 11.4 | 22.7 | 2.3 |
| Cycle Q Clear(g_c), s | 4.0 | 1.0 | 0.8 | 0.4 | 1.6 | 24.3 | 0.9 | 21.5 | 1.0 | 11.4 | 22.7 | 2.3 |
| 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 | 374 | 513 | 435 | 414 | 442 | 573 | 357 | 1599 | 713 | 434 | 1934 | 863 |
| V/C Ratio(X) | 0.22 | 0.04 | 0.03 | 0.02 | 0.07 | 0.67 | 0.07 | 0.55 | 0.03 | 0.76 | 0.39 | 0.04 |
| Avail Cap(c_a), veh/h | 439 | 561 | 476 | 547 | 561 | 675 | 464 | 1599 | 713 | 605 | 1934 | 863 |
| 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 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.2 | 32.0 | 31.9 | 33.6 | 35.6 | 32.2 | 16.9 | 24.1 | 18.4 | 55.8 | 31.8 | 23.4 |
| Incr Delay (d2), s/veh | 0.3 | 0.0 | 0.0 | 0.0 | 0.1 | 2.0 | 0.1 | 1.3 | 0.1 | 3.8 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 0.5 | 0.3 | 0.2 | 0.8 | 9.3 | 0.4 | 9.2 | 0.4 | 5.5 | 11.0 | 0.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 30.5 | 32.0 | 31.9 | 33.6 | 35.7 | 34.2 | 17.0 | 25.4 | 18.5 | 59.6 | 32.4 | 23.5 |
| LnGrp LOS | C | C | C | C | D | C | B | C | B | E | C | C |
| Approach Vol, veh/h | | 117 | | | 422 | | | 919 | | | 1132 | |
| Approach Delay, s/veh | | 30.9 | | | 34.3 | | | 25.0 | | | 40.1 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.1 | 58.0 | 6.0 | 36.9 | 7.8 | 69.3 | 10.6 | 32.3 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 20.0 | 35.0 | 10.0 | 35.0 | 10.0 | 45.0 | 10.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 13.4 | 23.5 | 2.4 | 3.0 | 2.9 | 24.7 | 6.0 | 26.3 |
| Green Ext Time (p_c), s | 0.7 | 4.7 | 0.0 | 0.1 | 0.0 | 5.5 | 0.0 | 1.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 33.4 |
| HCM 6th LOS | C |

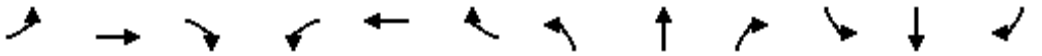
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 349 | 9 | 6 | 384 | 17 | 12 |
| Future Vol, veh/h | 349 | 9 | 6 | 384 | 17 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 367 | 9 | 6 | 404 | 18 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 376 | 0 | 788 | 372 |
| Stage 1 | - | - | - | - | 372 | - |
| Stage 2 | - | - | - | - | 416 | - |
| 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 | - | - | 1182 | - | 360 | 674 |
| Stage 1 | - | - | - | - | 697 | - |
| Stage 2 | - | - | - | - | 666 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1182 | - | 358 | 674 |
| Mov Cap-2 Maneuver | - | - | - | - | 358 | - |
| Stage 1 | - | - | - | - | 694 | - |
| Stage 2 | - | - | - | - | 666 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 444 | - | - | 1182 | - |
| HCM Lane V/C Ratio | 0.069 | - | - | 0.005 | - |
| HCM Control Delay (s) | 13.7 | - | - | 8.1 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 145 | 490 | 95 | 955 | 465 | 250 | 290 | 225 | 825 | 270 | 352 | 225 |
| Future Volume (veh/h) | 145 | 490 | 95 | 955 | 465 | 250 | 290 | 225 | 825 | 270 | 352 | 225 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 153 | 516 | 100 | 1005 | 489 | 263 | 305 | 237 | 868 | 284 | 371 | 237 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 347 | 620 | 276 | 1037 | 1330 | 593 | 391 | 1187 | 992 | 325 | 1021 | 456 |
| Arrive On Green | 0.09 | 0.17 | 0.17 | 0.30 | 0.37 | 0.37 | 0.11 | 0.33 | 0.33 | 0.07 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 153 | 516 | 100 | 1005 | 489 | 263 | 305 | 237 | 868 | 284 | 371 | 237 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.3 | 16.8 | 6.7 | 34.4 | 12.0 | 14.9 | 10.3 | 5.7 | 40.1 | 8.0 | 10.0 | 15.0 |
| Cycle Q Clear(g_c), s | 8.3 | 16.8 | 6.7 | 34.4 | 12.0 | 14.9 | 10.3 | 5.7 | 40.1 | 8.0 | 10.0 | 15.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 347 | 620 | 276 | 1037 | 1330 | 593 | 391 | 1187 | 992 | 325 | 1021 | 456 |
| V/C Ratio(X) | 0.44 | 0.83 | 0.36 | 0.97 | 0.37 | 0.44 | 0.78 | 0.20 | 0.88 | 0.87 | 0.36 | 0.52 |
| Avail Cap(c_a), veh/h | 347 | 681 | 304 | 1037 | 1392 | 621 | 461 | 1187 | 992 | 325 | 1021 | 456 |
| 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 | 35.4 | 47.8 | 43.7 | 41.5 | 27.2 | 28.2 | 51.7 | 28.5 | 18.6 | 35.1 | 34.0 | 35.8 |
| Incr Delay (d2), s/veh | 0.9 | 8.1 | 0.8 | 20.8 | 0.2 | 0.5 | 7.1 | 0.4 | 10.7 | 22.2 | 1.0 | 4.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 8.0 | 2.6 | 17.2 | 5.0 | 5.6 | 4.8 | 2.5 | 20.5 | 6.3 | 4.4 | 6.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.2 | 55.9 | 44.5 | 62.3 | 27.4 | 28.7 | 58.9 | 28.9 | 29.3 | 57.3 | 35.0 | 40.0 |
| LnGrp LOS | D | E | D | E | C | C | E | C | C | E | D | D |
| Approach Vol, veh/h | | 769 | | | 1757 | | | 1410 | | | 892 | |
| Approach Delay, s/veh | | 50.5 | | | 47.6 | | | 35.6 | | | 43.4 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 44.1 | 39.0 | 24.9 | 17.6 | 38.5 | 15.0 | 48.9 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 37.0 | 34.0 | 22.0 | 15.0 | 29.0 | 10.0 | 46.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 42.1 | 36.4 | 18.8 | 12.3 | 17.0 | 10.3 | 16.9 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.3 | 2.5 | 0.0 | 4.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 43.8 |
| HCM 6th LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 205 | 883 | 1080 | 22 | 963 | 430 | 925 | 735 | 16 | 524 | 770 | 120 |
| Future Volume (veh/h) | 205 | 883 | 1080 | 22 | 963 | 430 | 925 | 735 | 16 | 524 | 770 | 120 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 216 | 929 | 1080 | 23 | 1014 | 0 | 925 | 774 | 17 | 552 | 811 | 126 |
| Peak Hour Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 259 | 1096 | 964 | 173 | 1036 | | 950 | 1145 | 511 | 643 | 859 | 383 |
| Arrive On Green | 0.08 | 0.31 | 0.32 | 0.02 | 0.10 | 0.00 | 0.46 | 0.54 | 0.54 | 0.19 | 0.24 | 0.24 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 216 | 929 | 1080 | 23 | 1014 | 0 | 925 | 774 | 17 | 552 | 811 | 126 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 7.4 | 29.4 | 39.0 | 0.8 | 34.2 | 0.0 | 31.4 | 19.0 | 0.6 | 18.6 | 26.9 | 7.9 |
| Cycle Q Clear(g_c), s | 7.4 | 29.4 | 39.0 | 0.8 | 34.2 | 0.0 | 31.4 | 19.0 | 0.6 | 18.6 | 26.9 | 7.9 |
| 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 | 259 | 1096 | 964 | 173 | 1036 | | 950 | 1145 | 511 | 643 | 859 | 383 |
| V/C Ratio(X) | 0.83 | 0.85 | 1.12 | 0.13 | 0.98 | | 0.97 | 0.68 | 0.03 | 0.86 | 0.94 | 0.33 |
| Avail Cap(c_a), veh/h | 259 | 1096 | 964 | 230 | 1036 | | 950 | 1145 | 511 | 720 | 859 | 383 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.8 | 38.9 | 23.5 | 56.4 | 53.8 | 0.0 | 32.0 | 23.2 | 18.9 | 47.3 | 44.7 | 37.5 |
| Incr Delay (d2), s/veh | 20.2 | 6.4 | 67.9 | 0.3 | 22.7 | 0.0 | 17.8 | 2.2 | 0.1 | 9.4 | 19.8 | 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(50%),veh/ln | 8.9 | 13.6 | 43.2 | 0.4 | 19.6 | 0.0 | 13.4 | 6.8 | 0.2 | 8.8 | 14.1 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 75.0 | 45.2 | 91.4 | 56.8 | 76.6 | 0.0 | 49.9 | 25.3 | 19.0 | 56.7 | 64.5 | 39.8 |
| LnGrp LOS | E | D | F | E | E | | D | C | B | E | E | D |
| Approach Vol, veh/h | | 2225 | | | 1037 | A | | 1716 | | | 1489 | |
| Approach Delay, s/veh | | 70.5 | | | 76.1 | | | 38.5 | | | 59.5 | |
| Approach LOS | | E | | | E | | | D | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 36.3 | 42.7 | 10.0 | 41.0 | 36.0 | 33.0 | 12.0 | 39.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 24.3 | 35.0 | 7.0 | 34.0 | 31.0 | 28.0 | 7.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 20.6 | 21.0 | 2.8 | 41.0 | 33.4 | 28.9 | 9.4 | 36.2 |
| Green Ext Time (p_c), s | 0.8 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 60.4 |
| HCM 6th LOS | E |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 188 | 7 | 1677 | 161 | 13 | 1872 |
| Future Volume (veh/h) | 188 | 7 | 1677 | 161 | 13 | 1872 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 198 | 0 | 1765 | 169 | 14 | 1971 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 230 | | 2596 | 1158 | 194 | 2799 |
| Arrive On Green | 0.13 | 0.00 | 0.73 | 0.73 | 0.03 | 1.00 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 198 | 0 | 1765 | 169 | 14 | 1971 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 13.1 | 0.0 | 31.9 | 3.9 | 0.2 | 0.0 |
| Cycle Q Clear(g_c), s | 13.1 | 0.0 | 31.9 | 3.9 | 0.2 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 230 | | 2596 | 1158 | 194 | 2799 |
| V/C Ratio(X) | 0.86 | | 0.68 | 0.15 | 0.07 | 0.70 |
| Avail Cap(c_a), veh/h | 445 | | 2596 | 1158 | 315 | 2799 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.17 | 0.17 |
| Uniform Delay (d), s/veh | 51.2 | 0.0 | 8.7 | 4.9 | 8.4 | 0.0 |
| Incr Delay (d2), s/veh | 9.1 | 0.0 | 1.5 | 0.3 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.3 | 0.0 | 11.2 | 1.2 | 0.1 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 60.3 | 0.0 | 10.1 | 5.1 | 8.4 | 0.3 |
| LnGrp LOS | E | | B | A | A | A |
| Approach Vol, veh/h | 198 | A | 1934 | | | 1985 |
| Approach Delay, s/veh | 60.3 | | 9.7 | | | 0.3 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 6.9 | 92.6 | | | 99.5 | 20.5 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 65.0 | | | 80.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 33.9 | | | 2.0 | 15.1 |
| Green Ext Time (p_c), s | 0.0 | 19.5 | | | 35.6 | 0.4 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 7.6 |
| HCM 6th LOS | A |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 98 | 41 | 1669 | 144 | 66 | 1839 |
| Future Volume (veh/h) | 98 | 41 | 1669 | 144 | 66 | 1839 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 103 | 43 | 1757 | 152 | 69 | 1936 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 134 | 120 | 2708 | 1208 | 251 | 2989 |
| Arrive On Green | 0.08 | 0.08 | 0.76 | 0.76 | 0.04 | 0.84 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 103 | 43 | 1757 | 152 | 69 | 1936 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 6.8 | 3.1 | 27.9 | 3.0 | 0.9 | 22.8 |
| Cycle Q Clear(g_c), s | 6.8 | 3.1 | 27.9 | 3.0 | 0.9 | 22.8 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 134 | 120 | 2708 | 1208 | 251 | 2989 |
| V/C Ratio(X) | 0.77 | 0.36 | 0.65 | 0.13 | 0.27 | 0.65 |
| Avail Cap(c_a), veh/h | 371 | 330 | 2708 | 1208 | 333 | 2989 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.4 | 52.7 | 6.7 | 3.8 | 7.4 | 3.3 |
| Incr Delay (d2), s/veh | 8.7 | 1.8 | 1.2 | 0.2 | 0.6 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.3 | 1.3 | 7.7 | 0.8 | 0.5 | 3.7 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 63.2 | 54.5 | 7.9 | 4.0 | 8.0 | 4.4 |
| LnGrp LOS | E | D | A | A | A | A |
| Approach Vol, veh/h | 146 | | 1909 | | | 2005 |
| Approach Delay, s/veh | 60.6 | | 7.6 | | | 4.5 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.5 | 96.4 | | | | 105.9 | 14.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 70.0 | | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 29.9 | | | | 24.8 | 8.8 |
| Green Ext Time (p_c), s | 0.1 | 19.2 | | | | 25.5 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.0 |
| HCM 6th LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 125 | 171 | 50 | 50 | 200 | 67 | 1175 | 35 | 420 | 1975 | 60 |
| Future Volume (veh/h) | 35 | 125 | 171 | 50 | 50 | 200 | 67 | 1175 | 35 | 420 | 1975 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 37 | 132 | 0 | 53 | 53 | 211 | 71 | 1237 | 37 | 442 | 2079 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 131 | 340 | | 287 | 61 | 244 | 105 | 2443 | 73 | 475 | 2850 | |
| Arrive On Green | 0.04 | 0.18 | 0.00 | 0.04 | 0.19 | 0.19 | 0.06 | 0.48 | 0.47 | 0.14 | 0.56 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 328 | 1307 | 1781 | 5095 | 152 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 37 | 132 | 0 | 53 | 0 | 264 | 71 | 826 | 448 | 442 | 2079 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1635 | 1781 | 1702 | 1843 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 1.2 | 7.5 | 0.0 | 2.9 | 0.0 | 18.8 | 4.7 | 20.0 | 20.0 | 15.2 | 36.4 | 0.0 |
| Cycle Q Clear(g_c), s | 1.2 | 7.5 | 0.0 | 2.9 | 0.0 | 18.8 | 4.7 | 20.0 | 20.0 | 15.2 | 36.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 131 | 340 | | 287 | 0 | 305 | 105 | 1633 | 884 | 475 | 2850 | |
| V/C Ratio(X) | 0.28 | 0.39 | | 0.18 | 0.00 | 0.86 | 0.68 | 0.51 | 0.51 | 0.93 | 0.73 | |
| Avail Cap(c_a), veh/h | 302 | 405 | | 366 | 0 | 354 | 156 | 1633 | 884 | 475 | 2850 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 56.1 | 43.2 | 0.0 | 37.4 | 0.0 | 47.3 | 55.3 | 21.5 | 21.5 | 51.2 | 19.8 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.7 | 0.0 | 0.3 | 0.0 | 17.6 | 7.3 | 1.1 | 2.1 | 25.0 | 1.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 3.5 | 0.0 | 1.3 | 0.0 | 9.2 | 2.2 | 7.5 | 8.4 | 7.9 | 13.0 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.3 | 44.0 | 0.0 | 37.7 | 0.0 | 64.9 | 62.6 | 22.6 | 23.6 | 76.2 | 21.4 | 0.0 |
| LnGrp LOS | E | D | | D | A | E | E | C | C | E | C | |
| Approach Vol, veh/h | | 169 | A | | 317 | | | 1345 | | | 2521 | A |
| Approach Delay, s/veh | | 46.9 | | | 60.4 | | | 25.0 | | | 31.0 | |
| Approach LOS | | D | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 21.0 | 63.6 | 9.6 | 25.8 | 11.6 | 73.0 | 9.0 | 26.4 |
| Change Period (Y+Rc), s | 5.5 | 7.0 | 5.5 | 5.0 | 5.5 | 7.0 | 5.5 | 5.0 |
| Max Green Setting (Gmax), s | 15.5 | 47.0 | 9.5 | 25.0 | 9.5 | 53.0 | 9.5 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 11.2 | 22.0 | 4.9 | 9.5 | 6.7 | 38.4 | 3.2 | 20.8 |
| Green Ext Time (p_c), s | 0.0 | 8.1 | 0.0 | 0.5 | 0.0 | 10.8 | 0.0 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 31.9 |
| HCM 6th LOS | C |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 133 | 20 | 21 | 9 | 3 | 78 | 16 | 1188 | 11 | 412 | 820 | 176 |
| Future Volume (veh/h) | 133 | 20 | 21 | 9 | 3 | 78 | 16 | 1188 | 11 | 412 | 820 | 176 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 140 | 21 | 22 | 9 | 3 | 82 | 17 | 1251 | 12 | 434 | 863 | 185 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 312 | 249 | 211 | 162 | 114 | 331 | 368 | 1952 | 858 | 541 | 2415 | 1064 |
| Arrive On Green | 0.09 | 0.13 | 0.13 | 0.01 | 0.06 | 0.06 | 0.02 | 0.55 | 0.54 | 0.10 | 0.46 | 0.45 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 140 | 21 | 22 | 9 | 3 | 82 | 17 | 1251 | 12 | 434 | 863 | 185 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 8.4 | 1.2 | 1.5 | 0.6 | 0.2 | 5.2 | 0.5 | 29.4 | 0.4 | 14.7 | 19.0 | 8.4 |
| Cycle Q Clear(g_c), s | 8.4 | 1.2 | 1.5 | 0.6 | 0.2 | 5.2 | 0.5 | 29.4 | 0.4 | 14.7 | 19.0 | 8.4 |
| 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 | 312 | 249 | 211 | 162 | 114 | 331 | 368 | 1952 | 858 | 541 | 2415 | 1064 |
| V/C Ratio(X) | 0.45 | 0.08 | 0.10 | 0.06 | 0.03 | 0.25 | 0.05 | 0.64 | 0.01 | 0.80 | 0.36 | 0.17 |
| Avail Cap(c_a), veh/h | 312 | 390 | 330 | 291 | 390 | 565 | 485 | 1952 | 858 | 749 | 2415 | 1064 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 |
| 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 | 44.1 | 45.6 | 45.7 | 52.0 | 53.0 | 39.6 | 11.8 | 18.8 | 12.7 | 51.9 | 15.6 | 13.2 |
| Incr Delay (d2), s/veh | 1.0 | 0.1 | 0.2 | 0.1 | 0.1 | 0.4 | 0.1 | 1.6 | 0.0 | 4.4 | 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(50%),veh/ln | 3.7 | 0.6 | 0.6 | 0.3 | 0.1 | 2.0 | 0.2 | 12.2 | 0.2 | 6.9 | 8.5 | 3.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 45.1 | 45.7 | 45.9 | 52.1 | 53.1 | 40.0 | 11.9 | 20.4 | 12.8 | 56.3 | 16.0 | 13.5 |
| LnGrp LOS | D | D | D | D | D | D | B | C | B | E | B | B |
| Approach Vol, veh/h | | 183 | | | 94 | | | 1280 | | | 1482 | |
| Approach Delay, s/veh | | 45.3 | | | 41.6 | | | 20.2 | | | 27.5 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.8 | 69.9 | 6.3 | 21.0 | 7.2 | 85.5 | 15.0 | 12.3 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 10.0 | 25.0 | 10.0 | 55.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 10.7 | 31.4 | 2.6 | 3.5 | 2.5 | 21.0 | 10.4 | 7.2 |
| Green Ext Time (p_c), s | 1.1 | 5.4 | 0.0 | 0.1 | 0.0 | 8.1 | 0.0 | 0.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 26.0 |
| HCM 6th LOS | C |

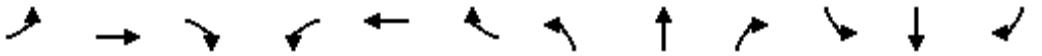
| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 349 | 9 | 6 | 384 | 17 | 12 |
| Future Vol, veh/h | 349 | 9 | 6 | 384 | 17 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 0 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 367 | 9 | 6 | 404 | 18 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 376 | 0 | 788 | 372 |
| Stage 1 | - | - | - | - | 372 | - |
| Stage 2 | - | - | - | - | 416 | - |
| 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 | - | - | 1182 | - | 360 | 674 |
| Stage 1 | - | - | - | - | 697 | - |
| Stage 2 | - | - | - | - | 666 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1182 | - | 358 | 674 |
| Mov Cap-2 Maneuver | - | - | - | - | 358 | - |
| Stage 1 | - | - | - | - | 694 | - |
| Stage 2 | - | - | - | - | 666 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 13.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 444 | - | - | 1182 | - |
| HCM Lane V/C Ratio | 0.069 | - | - | 0.005 | - |
| HCM Control Delay (s) | 13.7 | - | - | 8.1 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 60 | 380 | 125 | 600 | 215 | 250 | 75 | 403 | 815 | 100 | 223 | 25 |
| Future Volume (veh/h) | 60 | 380 | 125 | 600 | 215 | 250 | 75 | 403 | 815 | 100 | 223 | 25 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 63 | 400 | 132 | 632 | 226 | 263 | 79 | 424 | 858 | 105 | 235 | 26 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 286 | 545 | 318 | 736 | 1129 | 504 | 162 | 1582 | 1043 | 318 | 1611 | 718 |
| Arrive On Green | 0.05 | 0.15 | 0.15 | 0.21 | 0.32 | 0.32 | 0.05 | 0.45 | 0.45 | 0.06 | 0.45 | 0.45 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 63 | 400 | 132 | 632 | 226 | 263 | 79 | 424 | 858 | 105 | 235 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 3.5 | 12.9 | 8.7 | 21.1 | 5.6 | 16.3 | 2.7 | 9.0 | 48.4 | 3.8 | 4.6 | 1.1 |
| Cycle Q Clear(g_c), s | 3.5 | 12.9 | 8.7 | 21.1 | 5.6 | 16.3 | 2.7 | 9.0 | 48.4 | 3.8 | 4.6 | 1.1 |
| 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 | 286 | 545 | 318 | 736 | 1129 | 504 | 162 | 1582 | 1043 | 318 | 1611 | 718 |
| V/C Ratio(X) | 0.22 | 0.73 | 0.42 | 0.86 | 0.20 | 0.52 | 0.49 | 0.27 | 0.82 | 0.33 | 0.15 | 0.04 |
| Avail Cap(c_a), veh/h | 318 | 918 | 484 | 893 | 1599 | 713 | 230 | 1582 | 1043 | 338 | 1611 | 718 |
| 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 | 39.6 | 48.5 | 41.9 | 45.5 | 29.8 | 33.5 | 55.8 | 21.0 | 15.3 | 16.4 | 19.2 | 18.2 |
| Incr Delay (d2), s/veh | 0.4 | 1.9 | 0.9 | 7.2 | 0.1 | 0.8 | 2.2 | 0.4 | 7.3 | 0.6 | 0.2 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 5.8 | 3.4 | 9.6 | 2.4 | 6.2 | 1.2 | 3.8 | 17.2 | 1.6 | 1.9 | 0.4 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 40.0 | 50.4 | 42.7 | 52.7 | 29.9 | 34.3 | 58.0 | 21.4 | 22.6 | 17.0 | 19.4 | 18.3 |
| LnGrp LOS | D | D | D | D | C | C | E | C | C | B | B | B |
| Approach Vol, veh/h | | 595 | | | 1121 | | | 1361 | | | 366 | |
| Approach Delay, s/veh | | 47.6 | | | 43.8 | | | 24.3 | | | 18.6 | |
| Approach LOS | | D | | | D | | | C | | | B | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.6 | 57.4 | 29.6 | 22.4 | 9.6 | 58.4 | 9.8 | 42.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 33.0 | 30.0 | 30.0 | 7.0 | 33.0 | 7.0 | 53.0 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 50.4 | 23.1 | 14.9 | 4.7 | 6.6 | 5.5 | 18.3 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 1.4 | 2.5 | 0.0 | 1.5 | 0.0 | 2.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.1 |
| HCM 6th LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 717 | 790 | 100 | 899 | 441 | 982 | 833 | 85 | 372 | 466 | 60 |
| Future Volume (veh/h) | 110 | 717 | 790 | 100 | 899 | 441 | 982 | 833 | 85 | 372 | 466 | 60 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 116 | 755 | 832 | 105 | 946 | 0 | 1034 | 877 | 89 | 392 | 491 | 63 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 199 | 1066 | 964 | 193 | 1060 | | 1037 | 1341 | 598 | 461 | 779 | 347 |
| Arrive On Green | 0.06 | 0.30 | 0.31 | 0.02 | 0.10 | 0.00 | 0.50 | 0.63 | 0.63 | 0.13 | 0.22 | 0.22 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 116 | 755 | 832 | 105 | 946 | 0 | 1034 | 877 | 89 | 392 | 491 | 63 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 3.9 | 22.7 | 37.0 | 3.6 | 31.6 | 0.0 | 35.8 | 18.6 | 2.7 | 13.3 | 15.0 | 3.9 |
| Cycle Q Clear(g_c), s | 3.9 | 22.7 | 37.0 | 3.6 | 31.6 | 0.0 | 35.8 | 18.6 | 2.7 | 13.3 | 15.0 | 3.9 |
| 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 | 199 | 1066 | 964 | 193 | 1060 | | 1037 | 1341 | 598 | 461 | 779 | 347 |
| V/C Ratio(X) | 0.58 | 0.71 | 0.86 | 0.54 | 0.89 | | 1.00 | 0.65 | 0.15 | 0.85 | 0.63 | 0.18 |
| Avail Cap(c_a), veh/h | 317 | 1066 | 964 | 317 | 1066 | | 1037 | 1341 | 598 | 461 | 779 | 347 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.64 | 0.64 | 0.64 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.1 | 37.3 | 19.4 | 57.4 | 52.2 | 0.0 | 29.9 | 17.3 | 14.3 | 50.8 | 42.5 | 38.1 |
| Incr Delay (d2), s/veh | 2.7 | 2.2 | 8.1 | 2.4 | 9.6 | 0.0 | 21.7 | 1.6 | 0.3 | 14.1 | 3.9 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 10.1 | 20.0 | 1.7 | 16.5 | 0.0 | 15.3 | 5.9 | 1.0 | 6.6 | 7.0 | 1.6 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.8 | 39.5 | 27.5 | 59.7 | 61.8 | 0.0 | 51.6 | 18.9 | 14.7 | 64.9 | 46.3 | 39.3 |
| LnGrp LOS | E | D | C | E | E | | D | B | B | E | D | D |
| Approach Vol, veh/h | | 1703 | | | 1051 | A | | 2000 | | | 946 | |
| Approach Delay, s/veh | | 34.9 | | | 61.6 | | | 35.6 | | | 53.6 | |
| Approach LOS | | C | | | E | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 49.3 | 10.7 | 40.0 | 39.0 | 30.3 | 10.9 | 39.8 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 15.0 | 40.0 | 10.0 | 35.0 | 34.0 | 21.0 | 10.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 15.3 | 20.6 | 5.6 | 39.0 | 37.8 | 17.0 | 5.9 | 33.6 |
| Green Ext Time (p_c), s | 0.0 | 6.5 | 0.1 | 0.0 | 0.0 | 1.3 | 0.1 | 0.9 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 43.2 |
| HCM 6th LOS | D |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 127 | 131 | 1810 | 115 | 30 | 1430 |
| Future Volume (veh/h) | 127 | 131 | 1810 | 115 | 30 | 1430 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 134 | 0 | 1905 | 121 | 32 | 1505 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 163 | | 2687 | 1198 | 208 | 2932 |
| Arrive On Green | 0.09 | 0.00 | 0.76 | 0.76 | 0.05 | 1.00 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 134 | 0 | 1905 | 121 | 32 | 1505 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 8.9 | 0.0 | 33.8 | 2.4 | 0.4 | 0.0 |
| Cycle Q Clear(g_c), s | 8.9 | 0.0 | 33.8 | 2.4 | 0.4 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 163 | | 2687 | 1198 | 208 | 2932 |
| V/C Ratio(X) | 0.82 | | 0.71 | 0.10 | 0.15 | 0.51 |
| Avail Cap(c_a), veh/h | 371 | | 2687 | 1198 | 263 | 2932 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.58 | 0.58 |
| Uniform Delay (d), s/veh | 53.5 | 0.0 | 7.7 | 3.9 | 8.5 | 0.0 |
| Incr Delay (d2), s/veh | 9.7 | 0.0 | 1.6 | 0.2 | 0.2 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 0.0 | 11.4 | 0.7 | 0.3 | 0.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 63.3 | 0.0 | 9.3 | 4.0 | 8.7 | 0.4 |
| LnGrp LOS | E | | A | A | A | A |
| Approach Vol, veh/h | 134 | A | 2026 | | | 1537 |
| Approach Delay, s/veh | 63.3 | | 9.0 | | | 0.5 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 8.3 | 95.7 | | | 104.0 | 16.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.3 | 73.0 | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.4 | 35.8 | | | 2.0 | 10.9 |
| Green Ext Time (p_c), s | 0.0 | 23.7 | | | 20.1 | 0.3 |

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

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 157 | 117 | 1730 | 64 | 20 | 1502 |
| Future Volume (veh/h) | 157 | 117 | 1730 | 64 | 20 | 1502 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 165 | 123 | 1821 | 67 | 21 | 1581 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 201 | 179 | 2634 | 1175 | 210 | 2857 |
| Arrive On Green | 0.11 | 0.11 | 0.74 | 0.74 | 0.02 | 0.80 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 165 | 123 | 1821 | 67 | 21 | 1581 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 10.9 | 9.0 | 32.6 | 1.4 | 0.3 | 18.9 |
| Cycle Q Clear(g_c), s | 10.9 | 9.0 | 32.6 | 1.4 | 0.3 | 18.9 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 201 | 179 | 2634 | 1175 | 210 | 2857 |
| V/C Ratio(X) | 0.82 | 0.69 | 0.69 | 0.06 | 0.10 | 0.55 |
| Avail Cap(c_a), veh/h | 371 | 330 | 2634 | 1175 | 277 | 2857 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.1 | 51.2 | 8.2 | 4.2 | 8.4 | 4.2 |
| Incr Delay (d2), s/veh | 8.1 | 4.6 | 1.5 | 0.1 | 0.2 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 5.2 | 3.7 | 9.6 | 0.4 | 0.1 | 4.2 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 60.1 | 55.9 | 9.8 | 4.3 | 8.6 | 4.9 |
| LnGrp LOS | E | E | A | A | A | A |
| Approach Vol, veh/h | 288 | | 1888 | | | 1602 |
| Approach Delay, s/veh | 58.3 | | 9.6 | | | 5.0 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 7.5 | 94.0 | | | | 101.5 | 18.5 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 73.0 | | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 34.6 | | | | 20.9 | 12.9 |
| Green Ext Time (p_c), s | 0.0 | 19.4 | | | | 17.1 | 0.7 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 136 | 30 | 125 | 75 | 125 | 325 | 151 | 2180 | 70 | 90 | 800 | 65 |
| Future Volume (veh/h) | 136 | 30 | 125 | 75 | 125 | 325 | 151 | 2180 | 70 | 90 | 800 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 143 | 32 | 0 | 79 | 132 | 342 | 159 | 2295 | 74 | 95 | 842 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 227 | 432 | | 457 | 104 | 269 | 200 | 2629 | 84 | 174 | 2325 | |
| Arrive On Green | 0.07 | 0.23 | 0.00 | 0.06 | 0.22 | 0.22 | 0.11 | 0.52 | 0.52 | 0.05 | 0.46 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 461 | 1194 | 1781 | 5082 | 163 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 143 | 32 | 0 | 79 | 0 | 474 | 159 | 1534 | 835 | 95 | 842 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1655 | 1781 | 1702 | 1841 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 4.8 | 1.6 | 0.0 | 4.1 | 0.0 | 27.0 | 10.4 | 47.5 | 48.1 | 3.2 | 12.9 | 0.0 |
| Cycle Q Clear(g_c), s | 4.8 | 1.6 | 0.0 | 4.1 | 0.0 | 27.0 | 10.4 | 47.5 | 48.1 | 3.2 | 12.9 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.72 | 1.00 | | 0.09 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 227 | 432 | | 457 | 0 | 372 | 200 | 1761 | 952 | 174 | 2325 | |
| V/C Ratio(X) | 0.63 | 0.07 | | 0.17 | 0.00 | 1.27 | 0.80 | 0.87 | 0.88 | 0.55 | 0.36 | |
| Avail Cap(c_a), veh/h | 317 | 432 | | 529 | 0 | 372 | 238 | 1761 | 952 | 230 | 2325 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 54.6 | 36.1 | 0.0 | 33.3 | 0.0 | 46.9 | 51.9 | 25.5 | 25.6 | 55.6 | 21.3 | 0.0 |
| Incr Delay (d2), s/veh | 2.9 | 0.1 | 0.0 | 0.2 | 0.0 | 142.2 | 14.6 | 6.2 | 11.2 | 2.7 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.2 | 0.7 | 0.0 | 1.8 | 0.0 | 25.9 | 5.3 | 18.4 | 21.4 | 1.4 | 4.8 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.5 | 36.2 | 0.0 | 33.4 | 0.0 | 189.0 | 66.5 | 31.7 | 36.8 | 58.3 | 21.8 | 0.0 |
| LnGrp LOS | E | D | | C | A | F | E | C | D | E | C | |
| Approach Vol, veh/h | | 175 | A | | 553 | | | 2528 | | | 937 | A |
| Approach Delay, s/veh | | 53.6 | | | 166.8 | | | 35.6 | | | 25.5 | |
| Approach LOS | | D | | | F | | | D | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 68.1 | 10.2 | 31.7 | 17.5 | 60.6 | 11.9 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 7.0 | 4.5 | 5.0 | 5.0 | 7.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 56.0 | 10.5 | 25.0 | 15.0 | 48.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 15.2 | 50.1 | 6.1 | 3.6 | 12.4 | 14.9 | 6.8 | 29.0 |
| Green Ext Time (p_c), s | 0.0 | 5.2 | 0.1 | 0.1 | 0.1 | 5.6 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 51.4 |
| HCM 6th LOS | D |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 130 | 69 | 15 | 14 | 52 | 390 | 23 | 822 | 28 | 353 | 739 | 65 |
| Future Volume (veh/h) | 130 | 69 | 15 | 14 | 52 | 390 | 23 | 822 | 28 | 353 | 739 | 65 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 137 | 73 | 16 | 15 | 55 | 411 | 24 | 865 | 29 | 372 | 778 | 68 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 411 | 567 | 481 | 430 | 466 | 612 | 318 | 1427 | 637 | 473 | 1803 | 804 |
| Arrive On Green | 0.08 | 0.30 | 0.30 | 0.02 | 0.25 | 0.25 | 0.03 | 0.40 | 0.40 | 0.05 | 0.17 | 0.17 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 137 | 73 | 16 | 15 | 55 | 411 | 24 | 865 | 29 | 372 | 778 | 68 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 6.6 | 3.4 | 0.9 | 0.7 | 2.7 | 25.8 | 0.9 | 23.1 | 1.3 | 12.8 | 23.6 | 4.3 |
| Cycle Q Clear(g_c), s | 6.6 | 3.4 | 0.9 | 0.7 | 2.7 | 25.8 | 0.9 | 23.1 | 1.3 | 12.8 | 23.6 | 4.3 |
| 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 | 411 | 567 | 481 | 430 | 466 | 612 | 318 | 1427 | 637 | 473 | 1803 | 804 |
| V/C Ratio(X) | 0.33 | 0.13 | 0.03 | 0.03 | 0.12 | 0.67 | 0.08 | 0.61 | 0.05 | 0.79 | 0.43 | 0.08 |
| Avail Cap(c_a), veh/h | 433 | 567 | 481 | 549 | 561 | 693 | 426 | 1427 | 637 | 605 | 1803 | 804 |
| 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 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.0 | 30.3 | 29.4 | 31.9 | 34.9 | 30.6 | 20.1 | 28.4 | 21.9 | 55.5 | 34.4 | 26.4 |
| Incr Delay (d2), s/veh | 0.5 | 0.1 | 0.0 | 0.0 | 0.1 | 2.2 | 0.1 | 1.9 | 0.1 | 5.3 | 0.8 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.8 | 1.5 | 0.3 | 0.3 | 1.2 | 9.9 | 0.4 | 10.1 | 0.5 | 6.3 | 11.4 | 1.7 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 28.5 | 30.4 | 29.4 | 32.0 | 35.0 | 32.7 | 20.2 | 30.3 | 22.0 | 60.8 | 35.2 | 26.6 |
| LnGrp LOS | C | C | C | C | C | C | C | C | C | E | D | C |
| Approach Vol, veh/h | | 226 | | | 481 | | | 918 | | | 1218 | |
| Approach Delay, s/veh | | 29.2 | | | 32.9 | | | 29.8 | | | 42.5 | |
| Approach LOS | | C | | | C | | | C | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.4 | 52.2 | 7.0 | 40.4 | 7.8 | 64.9 | 13.5 | 33.9 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 20.0 | 35.0 | 10.0 | 35.0 | 10.0 | 45.0 | 10.0 | 35.0 |
| Max Q Clear Time (g_c+I1), s | 14.8 | 25.1 | 2.7 | 5.4 | 2.9 | 25.6 | 8.6 | 27.8 |
| Green Ext Time (p_c), s | 0.6 | 4.3 | 0.0 | 0.4 | 0.0 | 5.6 | 0.0 | 1.1 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 35.7 |
| HCM 6th LOS | D |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 3 | 0 | 824 | 764 | 20 |
| Future Vol, veh/h | 0 | 3 | 0 | 824 | 764 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 96 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3 | 0 | 858 | 804 | 21 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 413 | - | 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 | 588 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 588 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 588 | - | - |
| HCM Lane V/C Ratio | - | 0.005 | - | - |
| HCM Control Delay (s) | - | 11.2 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 130 | 10 | 6 | 179 | 3 | 55 | 0 | 13 | 6 | 0 | 23 |
| Future Vol, veh/h | 5 | 130 | 10 | 6 | 179 | 3 | 55 | 0 | 13 | 6 | 0 | 23 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 137 | 11 | 6 | 188 | 3 | 58 | 0 | 14 | 6 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 191 | 0 | 0 | 148 | 0 | 0 | 361 | 350 | 137 | 362 | 360 | 190 |
| Stage 1 | - | - | - | - | - | - | 147 | 147 | - | 202 | 202 | - |
| Stage 2 | - | - | - | - | - | - | 214 | 203 | - | 160 | 158 | - |
| 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 | 1383 | - | - | 1434 | - | - | 595 | 574 | 911 | 594 | 567 | 852 |
| Stage 1 | - | - | - | - | - | - | 856 | 775 | - | 800 | 734 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 733 | - | 842 | 767 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1383 | - | - | 1434 | - | - | 575 | 569 | 911 | 582 | 562 | 852 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 575 | 569 | - | 582 | 562 | - |
| Stage 1 | - | - | - | - | - | - | 853 | 772 | - | 797 | 731 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 730 | - | 826 | 764 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 11.6 | 9.8 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 619 | 1383 | - | - | 1434 | - | - | 777 |
| HCM Lane V/C Ratio | 0.116 | 0.004 | - | - | 0.004 | - | - | 0.039 |
| HCM Control Delay (s) | 11.6 | 7.6 | - | - | 7.5 | - | - | 9.8 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 140 | 6 | 16 | 120 | 5 | 48 | 0 | 63 | 11 | 0 | 20 |
| Future Vol, veh/h | 3 | 140 | 6 | 16 | 120 | 5 | 48 | 0 | 63 | 11 | 0 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 147 | 6 | 17 | 126 | 5 | 51 | 0 | 66 | 12 | 0 | 21 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 131 | 0 | 0 | 153 | 0 | 0 | 329 | 321 | 150 | 352 | 322 | 129 |
| Stage 1 | - | - | - | - | - | - | 156 | 156 | - | 163 | 163 | - |
| Stage 2 | - | - | - | - | - | - | 173 | 165 | - | 189 | 159 | - |
| 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 | 1454 | - | - | 1428 | - | - | 624 | 596 | 896 | 603 | 595 | 921 |
| Stage 1 | - | - | - | - | - | - | 846 | 769 | - | 839 | 763 | - |
| Stage 2 | - | - | - | - | - | - | 829 | 762 | - | 813 | 766 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1454 | - | - | 1428 | - | - | 603 | 588 | 896 | 552 | 587 | 921 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 603 | 588 | - | 552 | 587 | - |
| Stage 1 | - | - | - | - | - | - | 844 | 767 | - | 837 | 754 | - |
| Stage 2 | - | - | - | - | - | - | 800 | 753 | - | 751 | 764 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.9 | 10.8 | 10.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 740 | 1454 | - | - | 1428 | - | - | 744 |
| HCM Lane V/C Ratio | 0.158 | 0.002 | - | - | 0.012 | - | - | 0.044 |
| HCM Control Delay (s) | 10.8 | 7.5 | - | - | 7.6 | - | - | 10.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 406 | 44 | 4 | 453 | 0 | 0 | 0 | 11 | 0 | 0 | 3 |
| Future Vol, veh/h | 0 | 406 | 44 | 4 | 453 | 0 | 0 | 0 | 11 | 0 | 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 | 150 | - | 0 | 150 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 427 | 46 | 4 | 477 | 0 | 0 | 0 | 12 | 0 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 477 | 0 | 0 | 473 | 0 | 0 | - | - | 427 | - | - | 477 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | - | - | 6.22 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | - | - | 3.318 | - | - | 3.318 |
| Pot Cap-1 Maneuver | 1085 | - | - | 1089 | - | - | 0 | 0 | 628 | 0 | 0 | 588 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1085 | - | - | 1089 | - | - | - | - | 628 | - | - | 588 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 10.8 | 11.2 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 628 | 1085 | - | - | 1089 | - | - | 588 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.004 | - | - | 0.005 |
| HCM Control Delay (s) | 10.8 | 0 | - | - | 8.3 | - | - | 11.2 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 406 | 10 | 17 | 395 | 24 | 56 | 7 | 18 | 41 | 3 | 7 |
| Future Vol, veh/h | 1 | 406 | 10 | 17 | 395 | 24 | 56 | 7 | 18 | 41 | 3 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 427 | 11 | 18 | 416 | 25 | 59 | 7 | 19 | 43 | 3 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 441 | 0 | 0 | 438 | 0 | 0 | 905 | 912 | 433 | 913 | 905 | 429 |
| Stage 1 | - | - | - | - | - | - | 435 | 435 | - | 465 | 465 | - |
| Stage 2 | - | - | - | - | - | - | 470 | 477 | - | 448 | 440 | - |
| 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 | 1119 | - | - | 1122 | - | - | 257 | 274 | 623 | 254 | 276 | 626 |
| Stage 1 | - | - | - | - | - | - | 600 | 580 | - | 578 | 563 | - |
| Stage 2 | - | - | - | - | - | - | 574 | 556 | - | 590 | 578 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1119 | - | - | 1122 | - | - | 249 | 269 | 623 | 238 | 271 | 626 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 249 | 269 | - | 238 | 271 | - |
| Stage 1 | - | - | - | - | - | - | 599 | 579 | - | 577 | 554 | - |
| Stage 2 | - | - | - | - | - | - | 555 | 547 | - | 564 | 577 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 22.6 | 22.2 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 289 | 1119 | - | - | 1122 | - | - | 262 |
| HCM Lane V/C Ratio | 0.295 | 0.001 | - | - | 0.016 | - | - | 0.205 |
| HCM Control Delay (s) | 22.6 | 8.2 | - | - | 8.3 | - | - | 22.2 |
| HCM Lane LOS | C | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0 | - | - | 0.8 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 323.8 |

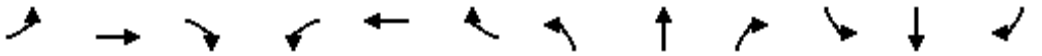
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 37 | 20 | 12 | 53 | 17 | 115 | 2 | 1288 | 52 | 75 | 1092 | 7 |
| Future Vol, veh/h | 37 | 20 | 12 | 53 | 17 | 115 | 2 | 1288 | 52 | 75 | 1092 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | 150 | 150 | - | 150 | 150 | - | 150 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 39 | 21 | 13 | 56 | 18 | 121 | 2 | 1356 | 55 | 79 | 1149 | 7 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1998 | 2722 | 575 | 2103 | 2674 | 678 | 1156 | 0 | 0 | 1411 | 0 | 0 |
| Stage 1 | 1307 | 1307 | - | 1360 | 1360 | - | - | - | - | - | - | - |
| Stage 2 | 691 | 1415 | - | 743 | 1314 | - | - | - | - | - | - | - |
| 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 | ~ 35 | ~ 20 | 461 | ~ 29 | 22 | 395 | 600 | - | - | 479 | - | - |
| Stage 1 | 169 | 228 | - | 156 | 215 | - | - | - | - | - | - | - |
| Stage 2 | 401 | 202 | - | 373 | 226 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 1 | ~ 17 | 461 | - | 18 | 395 | 600 | - | - | 479 | - | - |
| Mov Cap-2 Maneuver | ~ 1 | ~ 17 | - | - | 18 | - | - | - | - | - | - | - |
| Stage 1 | 168 | 190 | - | 156 | 214 | - | - | - | - | - | - | - |
| Stage 2 | 254 | 201 | - | 269 | 189 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay | $ 12984.3 | | 0 | 0.9 |
| HCM LOS | F | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 600 | - | - | 1 | 27 | - | 18 | 395 | 479 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 38.947 | 1.248 | - | 0.994 | 0.306 | 0.165 | - | - |
| HCM Control Delay (s) | 11 | - | - | $ 23804.8 | $ 473.2 | - | $ 502.8 | 18.1 | 14 | - | - |
| HCM Lane LOS | B | - | - | F | F | - | F | C | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 6.9 | 4 | - | 2.6 | 1.3 | 0.6 | - | - |

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



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 145 | 490 | 95 | 955 | 465 | 250 | 290 | 322 | 825 | 270 | 520 | 225 |
| Future Volume (veh/h) | 145 | 490 | 95 | 955 | 465 | 250 | 290 | 322 | 825 | 270 | 520 | 225 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 153 | 516 | 100 | 1005 | 489 | 263 | 305 | 339 | 868 | 284 | 547 | 237 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 347 | 620 | 276 | 1037 | 1330 | 593 | 391 | 1187 | 992 | 301 | 1021 | 456 |
| Arrive On Green | 0.09 | 0.17 | 0.17 | 0.30 | 0.37 | 0.37 | 0.11 | 0.33 | 0.33 | 0.07 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 1781 | 3554 | 1585 |
| Grp Volume(v), veh/h | 153 | 516 | 100 | 1005 | 489 | 263 | 305 | 339 | 868 | 284 | 547 | 237 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1781 | 1777 | 1585 |
| Q Serve(g_s), s | 8.3 | 16.8 | 6.7 | 34.4 | 12.0 | 14.9 | 10.3 | 8.4 | 40.1 | 8.0 | 15.6 | 15.0 |
| Cycle Q Clear(g_c), s | 8.3 | 16.8 | 6.7 | 34.4 | 12.0 | 14.9 | 10.3 | 8.4 | 40.1 | 8.0 | 15.6 | 15.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 347 | 620 | 276 | 1037 | 1330 | 593 | 391 | 1187 | 992 | 301 | 1021 | 456 |
| V/C Ratio(X) | 0.44 | 0.83 | 0.36 | 0.97 | 0.37 | 0.44 | 0.78 | 0.29 | 0.88 | 0.94 | 0.54 | 0.52 |
| Avail Cap(c_a), veh/h | 347 | 681 | 304 | 1037 | 1392 | 621 | 461 | 1187 | 992 | 301 | 1021 | 456 |
| 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 | 35.4 | 47.8 | 43.7 | 41.5 | 27.2 | 28.2 | 51.7 | 29.4 | 18.6 | 37.1 | 36.0 | 35.8 |
| Incr Delay (d2), s/veh | 0.9 | 8.1 | 0.8 | 20.8 | 0.2 | 0.5 | 7.1 | 0.6 | 10.7 | 37.1 | 2.0 | 4.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.6 | 8.0 | 2.6 | 17.2 | 5.0 | 5.6 | 4.8 | 3.7 | 20.5 | 7.7 | 7.0 | 6.2 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 36.2 | 55.9 | 44.5 | 62.3 | 27.4 | 28.7 | 58.9 | 30.0 | 29.3 | 74.2 | 38.0 | 40.0 |
| LnGrp LOS | D | E | D | E | C | C | E | C | C | E | D | D |
| Approach Vol, veh/h | | 769 | | | 1757 | | | 1512 | | | 1068 | |
| Approach Delay, s/veh | | 50.5 | | | 47.6 | | | 35.4 | | | 48.1 | |
| Approach LOS | | D | | | D | | | D | | | D | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 12.0 | 44.1 | 39.0 | 24.9 | 17.6 | 38.5 | 15.0 | 48.9 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 7.0 | 37.0 | 34.0 | 22.0 | 15.0 | 29.0 | 10.0 | 46.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 42.1 | 36.4 | 18.8 | 12.3 | 17.6 | 10.3 | 16.9 |
| Green Ext Time (p_c), s | 0.0 | 0.0 | 0.0 | 1.1 | 0.3 | 3.4 | 0.0 | 4.2 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 44.5 |
| HCM 6th LOS | D |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 205 | 999 | 1132 | 25 | 1036 | 481 | 958 | 781 | 24 | 621 | 841 | 120 |
| Future Volume (veh/h) | 205 | 999 | 1132 | 25 | 1036 | 481 | 958 | 781 | 24 | 621 | 841 | 120 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 216 | 1052 | 1132 | 26 | 1091 | 0 | 958 | 822 | 25 | 654 | 885 | 126 |
| Peak Hour Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 259 | 1125 | 964 | 202 | 1096 | | 979 | 1097 | 489 | 748 | 888 | 396 |
| Arrive On Green | 0.08 | 0.32 | 0.32 | 0.02 | 0.10 | 0.00 | 0.47 | 0.52 | 0.52 | 0.22 | 0.25 | 0.25 |
| Sat Flow, veh/h | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 216 | 1052 | 1132 | 26 | 1091 | 0 | 958 | 822 | 25 | 654 | 885 | 126 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 7.4 | 34.5 | 39.0 | 0.9 | 36.8 | 0.0 | 32.6 | 21.9 | 0.9 | 22.0 | 29.8 | 7.8 |
| Cycle Q Clear(g_c), s | 7.4 | 34.5 | 39.0 | 0.9 | 36.8 | 0.0 | 32.6 | 21.9 | 0.9 | 22.0 | 29.8 | 7.8 |
| 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 | 259 | 1125 | 964 | 202 | 1096 | | 979 | 1097 | 489 | 748 | 888 | 396 |
| V/C Ratio(X) | 0.83 | 0.93 | 1.17 | 0.13 | 1.00 | | 0.98 | 0.75 | 0.05 | 0.87 | 1.00 | 0.32 |
| Avail Cap(c_a), veh/h | 259 | 1125 | 964 | 259 | 1096 | | 979 | 1097 | 489 | 749 | 888 | 396 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.67 | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.51 | 0.51 | 0.51 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.8 | 39.8 | 23.5 | 55.8 | 53.8 | 0.0 | 31.3 | 25.4 | 20.3 | 45.4 | 44.9 | 36.7 |
| Incr Delay (d2), s/veh | 20.2 | 14.0 | 89.3 | 0.3 | 26.1 | 0.0 | 15.7 | 2.5 | 0.1 | 11.2 | 29.3 | 2.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.9 | 17.0 | 48.9 | 0.4 | 21.6 | 0.0 | 13.5 | 7.9 | 0.4 | 10.5 | 16.6 | 3.3 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 75.0 | 53.8 | 112.8 | 56.1 | 79.9 | 0.0 | 46.9 | 27.9 | 20.4 | 56.7 | 74.2 | 38.8 |
| LnGrp LOS | E | D | F | E | E | | D | C | C | E | E | D |
| Approach Vol, veh/h | | 2400 | | | 1117 | A | | 1805 | | | 1665 | |
| Approach Delay, s/veh | | 83.5 | | | 79.3 | | | 37.9 | | | 64.6 | |
| Approach LOS | | F | | | E | | | D | | | E | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 39.0 | 40.0 | 10.0 | 41.0 | 36.0 | 33.0 | 12.0 | 39.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 34.0 | 35.0 | 7.0 | 34.0 | 31.0 | 28.0 | 7.0 | 34.0 |
| Max Q Clear Time (g_c+I1), s | 24.0 | 23.9 | 2.9 | 41.0 | 34.6 | 31.8 | 9.4 | 38.8 |
| Green Ext Time (p_c), s | 0.0 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 66.6 |
| HCM 6th LOS | E |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 238 | 86 | 1685 | 237 | 136 | 1875 |
| Future Volume (veh/h) | 238 | 86 | 1685 | 237 | 136 | 1875 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 251 | 0 | 1774 | 249 | 143 | 1974 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 283 | | 2395 | 1068 | 208 | 2693 |
| Arrive On Green | 0.16 | 0.00 | 0.67 | 0.67 | 0.08 | 1.00 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 251 | 0 | 1774 | 249 | 143 | 1974 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 16.6 | 0.0 | 39.0 | 7.3 | 2.9 | 0.0 |
| Cycle Q Clear(g_c), s | 16.6 | 0.0 | 39.0 | 7.3 | 2.9 | 0.0 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 283 | | 2395 | 1068 | 208 | 2693 |
| V/C Ratio(X) | 0.89 | | 0.74 | 0.23 | 0.69 | 0.73 |
| Avail Cap(c_a), veh/h | 445 | | 2395 | 1068 | 282 | 2693 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 1.00 | 1.00 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 49.4 | 0.0 | 12.7 | 7.6 | 21.1 | 0.0 |
| Incr Delay (d2), s/veh | 12.6 | 0.0 | 2.1 | 0.5 | 0.4 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.2 | 0.0 | 14.9 | 2.5 | 2.8 | 0.1 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 62.0 | 0.0 | 14.8 | 8.1 | 21.5 | 0.2 |
| LnGrp LOS | E | | B | A | C | A |
| Approach Vol, veh/h | 251 | A | 2023 | | | 2117 |
| Approach Delay, s/veh | 62.0 | | 14.0 | | | 1.6 |
| Approach LOS | E | | B | | | A |

| Timer - Assigned Phs | 1 | 2 | | | 6 | 8 |
|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 10.0 | 85.9 | | | 95.9 | 24.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 65.0 | | | 80.0 | 30.0 |
| Max Q Clear Time (g_c+I1), s | 14.9 | 41.0 | | | 2.0 | 18.6 |
| Green Ext Time (p_c), s | 0.1 | 16.7 | | | 35.7 | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 10.8 |
| HCM 6th LOS | B |

**Notes**

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

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 98 | 41 | 1753 | 144 | 66 | 1892 |
| Future Volume (veh/h) | 98 | 41 | 1753 | 144 | 66 | 1892 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | No | | No | | | No |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 103 | 43 | 1845 | 152 | 69 | 1992 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 134 | 120 | 2708 | 1208 | 236 | 2989 |
| Arrive On Green | 0.08 | 0.08 | 0.76 | 0.76 | 0.04 | 0.84 |
| Sat Flow, veh/h | 1781 | 1585 | 3647 | 1585 | 1781 | 3647 |
| Grp Volume(v), veh/h | 103 | 43 | 1845 | 152 | 69 | 1992 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1585 | 1777 | 1585 | 1781 | 1777 |
| Q Serve(g_s), s | 6.8 | 3.1 | 30.8 | 3.0 | 0.9 | 24.3 |
| Cycle Q Clear(g_c), s | 6.8 | 3.1 | 30.8 | 3.0 | 0.9 | 24.3 |
| Prop In Lane | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Lane Grp Cap(c), veh/h | 134 | 120 | 2708 | 1208 | 236 | 2989 |
| V/C Ratio(X) | 0.77 | 0.36 | 0.68 | 0.13 | 0.29 | 0.67 |
| Avail Cap(c_a), veh/h | 371 | 330 | 2708 | 1208 | 318 | 2989 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.4 | 52.7 | 7.1 | 3.8 | 8.7 | 3.4 |
| Incr Delay (d2), s/veh | 8.7 | 1.8 | 1.4 | 0.2 | 0.7 | 1.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.3 | 1.3 | 8.5 | 0.8 | 0.6 | 3.9 |
| Unsig. Movement Delay, s/veh | | | | | | |
| LnGrp Delay(d),s/veh | 63.2 | 54.5 | 8.5 | 4.0 | 9.4 | 4.6 |
| LnGrp LOS | E | D | A | A | A | A |
| Approach Vol, veh/h | 146 | | 1997 | | | 2061 |
| Approach Delay, s/veh | 60.6 | | 8.1 | | | 4.8 |
| Approach LOS | E | | A | | | A |

| Timer - Assigned Phs | 1 | 2 | | | | 6 | 8 |
|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 9.5 | 96.4 | | | | 105.9 | 14.1 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | | | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 10.0 | 70.0 | | | | 85.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 32.8 | | | | 26.3 | 8.8 |
| Green Ext Time (p_c), s | 0.1 | 20.0 | | | | 26.7 | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 8.3 |
| HCM 6th LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 121 | 125 | 178 | 50 | 50 | 200 | 80 | 1175 | 35 | 420 | 1975 | 183 |
| Future Volume (veh/h) | 121 | 125 | 178 | 50 | 50 | 200 | 80 | 1175 | 35 | 420 | 1975 | 183 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 127 | 132 | 0 | 53 | 53 | 211 | 84 | 1237 | 37 | 442 | 2079 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 210 | 383 | | 318 | 61 | 244 | 120 | 2369 | 71 | 475 | 2689 | |
| Arrive On Green | 0.06 | 0.20 | 0.00 | 0.04 | 0.19 | 0.19 | 0.07 | 0.46 | 0.46 | 0.14 | 0.53 | 0.00 |
| Sat Flow, veh/h | 3456 | 1870 | 1585 | 1781 | 328 | 1307 | 1781 | 5095 | 152 | 3456 | 5106 | 1585 |
| Grp Volume(v), veh/h | 127 | 132 | 0 | 53 | 0 | 264 | 84 | 826 | 448 | 442 | 2079 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1728 | 1870 | 1585 | 1781 | 0 | 1635 | 1781 | 1702 | 1843 | 1728 | 1702 | 1585 |
| Q Serve(g_s), s | 4.3 | 7.2 | 0.0 | 2.8 | 0.0 | 18.8 | 5.5 | 20.6 | 20.6 | 15.2 | 39.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.3 | 7.2 | 0.0 | 2.8 | 0.0 | 18.8 | 5.5 | 20.6 | 20.6 | 15.2 | 39.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 0.08 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 210 | 383 | | 318 | 0 | 305 | 120 | 1583 | 857 | 475 | 2689 | |
| V/C Ratio(X) | 0.60 | 0.34 | | 0.17 | 0.00 | 0.86 | 0.70 | 0.52 | 0.52 | 0.93 | 0.77 | |
| Avail Cap(c_a), veh/h | 302 | 405 | | 397 | 0 | 354 | 156 | 1583 | 857 | 475 | 2689 | |
| 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 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 54.9 | 40.8 | 0.0 | 36.8 | 0.0 | 47.3 | 54.8 | 22.7 | 22.7 | 51.2 | 22.7 | 0.0 |
| Incr Delay (d2), s/veh | 2.8 | 0.5 | 0.0 | 0.2 | 0.0 | 17.6 | 9.0 | 1.2 | 2.3 | 25.0 | 2.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.0 | 3.4 | 0.0 | 1.3 | 0.0 | 9.2 | 2.7 | 7.8 | 8.7 | 7.9 | 14.3 | 0.0 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 57.7 | 41.4 | 0.0 | 37.1 | 0.0 | 64.9 | 63.8 | 23.9 | 25.0 | 76.2 | 24.9 | 0.0 |
| LnGrp LOS | E | D | | D | A | E | E | C | C | E | C | |
| Approach Vol, veh/h | | 259 | A | | 317 | | | 1358 | | | 2521 | A |
| Approach Delay, s/veh | | 49.4 | | | 60.3 | | | 26.7 | | | 33.9 | |
| Approach LOS | | D | | | E | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 20.0 | 61.8 | 9.6 | 28.6 | 12.6 | 69.2 | 11.8 | 26.4 |
| Change Period (Y+Rc), s | 5.5 | 7.0 | 5.5 | 5.0 | 5.5 | 7.0 | 5.5 | 5.0 |
| Max Green Setting (Gmax), s | 14.5 | 48.0 | 9.5 | 25.0 | 9.5 | 53.0 | 9.5 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 11.2 | 22.6 | 4.8 | 9.2 | 7.5 | 41.0 | 6.3 | 20.8 |
| Green Ext Time (p_c), s | 0.0 | 8.2 | 0.0 | 0.5 | 0.0 | 9.2 | 0.1 | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 6th Ctrl Delay | 34.5 |
| HCM 6th LOS | C |

**Notes**

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 161 | 83 | 25 | 47 | 70 | 169 | 19 | 1164 | 36 | 502 | 835 | 195 |
| Future Volume (veh/h) | 161 | 83 | 25 | 47 | 70 | 169 | 19 | 1164 | 36 | 502 | 835 | 195 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach | | No | | | No | | | No | | | No | |
| Adj Sat Flow, veh/h/ln | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 |
| Adj Flow Rate, veh/h | 169 | 87 | 26 | 49 | 74 | 178 | 20 | 1225 | 38 | 528 | 879 | 205 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 294 | 304 | 258 | 264 | 211 | 456 | 327 | 1613 | 733 | 605 | 2193 | 978 |
| Arrive On Green | 0.08 | 0.16 | 0.16 | 0.03 | 0.11 | 0.11 | 0.02 | 0.45 | 0.46 | 0.12 | 0.41 | 0.41 |
| Sat Flow, veh/h | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 3554 | 1585 | 3456 | 3554 | 1585 |
| Grp Volume(v), veh/h | 169 | 87 | 26 | 49 | 74 | 178 | 20 | 1225 | 38 | 528 | 879 | 205 |
| Grp Sat Flow(s),veh/h/ln | 1781 | 1870 | 1585 | 1781 | 1870 | 1585 | 1781 | 1777 | 1585 | 1728 | 1777 | 1585 |
| Q Serve(g_s), s | 9.9 | 4.9 | 1.7 | 2.9 | 4.4 | 10.8 | 0.7 | 34.5 | 1.6 | 18.0 | 20.9 | 10.0 |
| Cycle Q Clear(g_c), s | 9.9 | 4.9 | 1.7 | 2.9 | 4.4 | 10.8 | 0.7 | 34.5 | 1.6 | 18.0 | 20.9 | 10.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 294 | 304 | 258 | 264 | 211 | 456 | 327 | 1613 | 733 | 605 | 2193 | 978 |
| V/C Ratio(X) | 0.57 | 0.29 | 0.10 | 0.19 | 0.35 | 0.39 | 0.06 | 0.76 | 0.05 | 0.87 | 0.40 | 0.21 |
| Avail Cap(c_a), veh/h | 294 | 390 | 330 | 353 | 390 | 608 | 439 | 1613 | 733 | 720 | 2193 | 978 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 |
| 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 | 41.3 | 44.1 | 42.8 | 45.0 | 49.2 | 34.3 | 16.3 | 27.3 | 17.8 | 51.7 | 19.6 | 16.4 |
| Incr Delay (d2), s/veh | 2.7 | 0.5 | 0.2 | 0.3 | 1.0 | 0.5 | 0.1 | 3.4 | 0.1 | 10.1 | 0.5 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.5 | 2.3 | 0.7 | 1.3 | 2.1 | 4.2 | 0.3 | 15.1 | 0.6 | 8.9 | 9.5 | 3.8 |
| Unsig. Movement Delay, s/veh | | | | | | | | | | | | |
| LnGrp Delay(d),s/veh | 44.0 | 44.7 | 43.0 | 45.3 | 50.2 | 34.8 | 16.3 | 30.7 | 17.9 | 61.8 | 20.1 | 16.9 |
| LnGrp LOS | D | D | D | D | D | C | B | C | B | E | C | B |
| Approach Vol, veh/h | | 282 | | | 301 | | | 1283 | | | 1612 | |
| Approach Delay, s/veh | | 44.1 | | | 40.3 | | | 30.1 | | | 33.4 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Timer - Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Phs Duration (G+Y+Rc), s | 16.0 | 60.5 | 9.0 | 24.5 | 7.4 | 79.0 | 15.0 | 18.5 |
| Change Period (Y+Rc), s | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 40.0 | 10.0 | 25.0 | 10.0 | 55.0 | 10.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 11.0 | 36.5 | 4.9 | 6.9 | 2.7 | 22.9 | 11.9 | 12.8 |
| Green Ext Time (p_c), s | 1.0 | 2.5 | 0.0 | 0.4 | 0.0 | 8.2 | 0.0 | 0.7 |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 0 | 1202 | 815 | 55 |
| Future Vol, veh/h | 0 | 2 | 0 | 1202 | 815 | 55 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 0 | 1265 | 858 | 58 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 458 | - | 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 | 550 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 550 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.6 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 550 | - | - |
| HCM Lane V/C Ratio | - | 0.004 | - | - |
| HCM Control Delay (s) | - | 11.6 | - | - |
| HCM Lane LOS | - | B | - | - |
| HCM 95th %tile Q(veh) | - | 0 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 30 | 278 | 65 | 10 | 269 | 7 | 38 | 0 | 8 | 4 | 0 | 16 |
| Future Vol, veh/h | 30 | 278 | 65 | 10 | 269 | 7 | 38 | 0 | 8 | 4 | 0 | 16 |
| 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 | 150 | - | 0 | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 293 | 68 | 11 | 283 | 7 | 40 | 0 | 8 | 4 | 0 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 290 | 0 | 0 | 361 | 0 | 0 | 674 | 669 | 293 | 704 | 734 | 287 |
| Stage 1 | - | - | - | - | - | - | 357 | 357 | - | 309 | 309 | - |
| Stage 2 | - | - | - | - | - | - | 317 | 312 | - | 395 | 425 | - |
| 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 | 1272 | - | - | 1198 | - | - | 368 | 379 | 746 | 352 | 347 | 752 |
| Stage 1 | - | - | - | - | - | - | 661 | 628 | - | 701 | 660 | - |
| Stage 2 | - | - | - | - | - | - | 694 | 658 | - | 630 | 586 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1272 | - | - | 1198 | - | - | 350 | 366 | 746 | 339 | 335 | 752 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 350 | 366 | - | 339 | 335 | - |
| Stage 1 | - | - | - | - | - | - | 644 | 612 | - | 683 | 654 | - |
| Stage 2 | - | - | - | - | - | - | 672 | 652 | - | 607 | 571 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.3 | 15.7 | 11.2 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 386 | 1272 | - | - | 1198 | - | - | 605 |
| HCM Lane V/C Ratio | 0.125 | 0.025 | - | - | 0.009 | - | - | 0.035 |
| HCM Control Delay (s) | 15.7 | 7.9 | - | - | 8 | - | - | 11.2 |
| HCM Lane LOS | C | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0.1 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 25 | 224 | 41 | 31 | 240 | 13 | 33 | 0 | 36 | 8 | 0 | 13 |
| Future Vol, veh/h | 25 | 224 | 41 | 31 | 240 | 13 | 33 | 0 | 36 | 8 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 236 | 43 | 33 | 253 | 14 | 35 | 0 | 38 | 8 | 0 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 267 | 0 | 0 | 279 | 0 | 0 | 643 | 643 | 258 | 655 | 657 | 260 |
| Stage 1 | - | - | - | - | - | - | 310 | 310 | - | 326 | 326 | - |
| Stage 2 | - | - | - | - | - | - | 333 | 333 | - | 329 | 331 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1297 | - | - | 1284 | - | - | 386 | 392 | 781 | 379 | 385 | 779 |
| Stage 1 | - | - | - | - | - | - | 700 | 659 | - | 687 | 648 | - |
| Stage 2 | - | - | - | - | - | - | 681 | 644 | - | 684 | 645 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1297 | - | - | 1284 | - | - | 366 | 374 | 781 | 348 | 368 | 779 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 366 | 374 | - | 348 | 368 | - |
| Stage 1 | - | - | - | - | - | - | 686 | 646 | - | 673 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 652 | 627 | - | 638 | 632 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0.9 | 13.3 | 12.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 506 | 1297 | - | - | 1284 | - | - | 529 |
| HCM Lane V/C Ratio | 0.144 | 0.02 | - | - | 0.025 | - | - | 0.042 |
| HCM Control Delay (s) | 13.3 | 7.8 | - | - | 7.9 | - | - | 12.1 |
| HCM Lane LOS | B | A | - | - | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 479 | 140 | 9 | 285 | 4 | 0 | 0 | 49 | 0 | 0 | 1 |
| Future Vol, veh/h | 2 | 479 | 140 | 9 | 285 | 4 | 0 | 0 | 49 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 0 | 150 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 504 | 147 | 9 | 300 | 4 | 0 | 0 | 52 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 304 | 0 | 0 | 651 | 0 | 0 | - | - | 504 | - | - | 302 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | - | - | 6.22 | - | - | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | - | - | 3.318 | - | - | 3.318 |
| Pot Cap-1 Maneuver | 1257 | - | - | 935 | - | - | 0 | 0 | 568 | 0 | 0 | 738 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1257 | - | - | 935 | - | - | - | - | 568 | - | - | 738 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 12 | 9.9 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 568 | 1257 | - | - | 935 | - | - | 738 |
| HCM Lane V/C Ratio | 0.091 | 0.002 | - | - | 0.01 | - | - | 0.001 |
| HCM Control Delay (s) | 12 | 7.9 | - | - | 8.9 | - | - | 9.9 |
| HCM Lane LOS | B | A | - | - | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 499 | 20 | 44 | 153 | 36 | 138 | 7 | 11 | 24 | 1 | 8 |
| Future Vol, veh/h | 8 | 499 | 20 | 44 | 153 | 36 | 138 | 7 | 11 | 24 | 1 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 525 | 21 | 46 | 161 | 38 | 145 | 7 | 12 | 25 | 1 | 8 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 199 | 0 | 0 | 546 | 0 | 0 | 829 | 843 | 536 | 833 | 834 | 180 |
| Stage 1 | - | - | - | - | - | - | 552 | 552 | - | 272 | 272 | - |
| Stage 2 | - | - | - | - | - | - | 277 | 291 | - | 561 | 562 | - |
| 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 | 1373 | - | - | 1023 | - | - | 290 | 300 | 545 | 288 | 304 | 863 |
| Stage 1 | - | - | - | - | - | - | 518 | 515 | - | 734 | 685 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 672 | - | 512 | 510 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1373 | - | - | 1023 | - | - | 275 | 285 | 545 | 266 | 288 | 863 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 275 | 285 | - | 266 | 288 | - |
| Stage 1 | - | - | - | - | - | - | 515 | 512 | - | 730 | 654 | - |
| Stage 2 | - | - | - | - | - | - | 688 | 642 | - | 491 | 507 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 1.6 | 33.5 | 17.6 |
| HCM LOS | | | D | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 285 | 1373 | - | - | 1023 | - | - | 320 |
| HCM Lane V/C Ratio | 0.576 | 0.006 | - | - | 0.045 | - | - | 0.109 |
| HCM Control Delay (s) | 33.5 | 7.6 | - | - | 8.7 | - | - | 17.6 |
| HCM Lane LOS | D | A | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 3.3 | 0 | - | - | 0.1 | - | - | 0.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 24 | 6 | 10 | 23 | 6 | 62 | 14 | 1456 | 24 | 97 | 1499 | 48 |
| Future Vol, veh/h | 24 | 6 | 10 | 23 | 6 | 62 | 14 | 1456 | 24 | 97 | 1499 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 0 | - | 150 | 150 | - | 150 | 150 | - | 150 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 25 | 6 | 11 | 24 | 6 | 65 | 15 | 1533 | 25 | 102 | 1578 | 51 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2582 | 3370 | 789 | 2559 | 3396 | 767 | 1629 | 0 | 0 | 1558 | 0 | 0 |
| Stage 1 | 1782 | 1782 | - | 1563 | 1563 | - | - | - | - | - | - | - |
| Stage 2 | 800 | 1588 | - | 996 | 1833 | - | - | - | - | - | - | - |
| 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 | ~ 13 | 8 | 333 | ~ 13 | 7 | 345 | 395 | - | - | 421 | - | - |
| Stage 1 | 85 | 133 | - | 117 | 171 | - | - | - | - | - | - | - |
| Stage 2 | 345 | 166 | - | 262 | 125 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | - | ~ 6 | 333 | - | ~ 5 | 345 | 395 | - | - | 421 | - | - |
| Mov Cap-2 Maneuver | - | ~ 6 | - | - | ~ 5 | - | - | - | - | - | - | - |
| Stage 1 | 82 | 101 | - | 113 | 165 | - | - | - | - | - | - | - |
| Stage 2 | 259 | 160 | - | 180 | 95 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | | | 0.1 | 1 |
| HCM LOS | - | - | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | WBLn3 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 395 | - | - | - | 16 | - | 5 | 345 | 421 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | - | - | 1.053 | - | 1.263 | 0.189 | 0.243 | - | - |
| HCM Control Delay (s) | 14.5 | - | - | - | $ 568.5 | - | $ 1426.7 | 17.9 | 16.3 | - | - |
| HCM Lane LOS | B | - | - | - | F | - | F | C | C | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 2.6 | - | 1.6 | 0.7 | 0.9 | - | - |

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