TRAFFIC IMPACT ANALYSIS

Supermarket — Douglas Street & Tudor Road

Lee's Summit, Missouri

Prepared for:

Pickering Firm, Inc.

April 2026

Prepared by:

Traffic Engineering Consultants, Inc.

STATE OF MISSOURI
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1.0 INTRODUCTION

Traffic Engineering Consultants, Inc. (TEC) was retained to conduct a traffic impact analysis (TIA) for a proposed Supermarket, Gas Station, and retail development to be constructed in Lee's Summit, Missouri. The study was requested to determine the effects the development would have on the adjacent street system, to review the available access and to provide recommendations for improvements that may be necessary to accommodate the traffic expected to be generated by the development.

2.0 BACKGROUND

The site of the proposed development is located west of Douglas street south of Tudor Road as shown in **Figure 1**. The development will contain approximately 99,000 square foot Supermarket, 14 fueling positions Gas Station, 65,000 square feet of retail. Access to the development, as shown in **Figure 2**, is proposed via three full accesses and one partial access. The development is anticipated to be developed in two phases.

Douglas Street is a four-lane north/south regional high-activity link with a posted speed limit of 45 miles per hour (mph) and has an approximate average daily traffic (ADT) of 22,600 vehicles per day (vpd) within the limits of the project. The roadway is classified as a Major Arterial according to the Mid America Regional Council Functional Classification Map. The road currently does contain sidewalks on the east side and curb & gutter with no transit access or cycling facilities.

Tudor Road is a four-lane east/west local link with a posted speed limit of 35 miles per hour (mph) and has an approximate average daily traffic (ADT) of 6,600 vehicles per day (vpd) within the limits of the project. The roadway is classified as a Minor Arterial according to the Mid America Regional Council Functional Classification Map. The road currently does contain sidewalks on one side, a multiuse path on the south side, a landscaped median, and curb & gutter with no transit access.

Chipman Road is a four-lane east/west regional high-activity link with a posted speed limit of 45 miles per hour (mph) and has an approximate average daily traffic (ADT) of 12,800 vehicles per day (vpd) within the limits of the project. The roadway is classified as a Major Arterial according to the Mid America Regional Council Functional Classification Map. The road currently does contain sidewalks on one side, a multiuse path on the north side, a median, and curb & gutter with no transit access.

FIGURE 1.0 LOCATION MAP

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

FIGURE 2.0 CONCEPTUAL SITE PLAN

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

3.0 BACKGROUND TRAFFIC

3.1 EXISTING TRAFFIC

Existing traffic volume data was collected adjacent to the proposed development in November of 2025. AM and PM Peak hour turning movement volumes were collected at the intersections of Commerce Drive and Tudor Road, Douglas Street and Tudor Road, Douglas Street and High School Drive, Douglas Street and Chipman Road, Commerce Drive and Chipman Road. The collected data indicated the A.M. peak hour occurred from 7:00 to 8:00 and P.M. peak hour occurred from 4:15 to 5:15. Given the traffic characteristics in the area and the anticipated trip generation for the proposed development, the weekday peak periods would represent a "worst-case scenario" with regards to traffic impact on the surrounding roadway network. If traffic operations are acceptable during these weekday peak hours, it can be reasoned that conditions would be acceptable throughout the remainder of the day and week. The 2025 existing traffic is summarized in **Figure 3** and detailed printouts of all the traffic count data are included in the appendix.

3.2 FUTURE BACKGROUND TRAFFIC

The 2025 existing traffic was utilized to determine the background traffic for full build out. The development is projected to be completed in 2029 and 2027 was selected as the design period for Phase 1 full build out analysis and 2029 as the design period for Phase 2 full build out analysis. The background traffic was determined for each phase design year by applying an average annual growth rate of 2.0% to the 2025 existing traffic volumes. The full build 2027 projected background traffic is summarized in **Figure 4**. The full build 2029 projected background traffic is summarized in **Figure 8**.

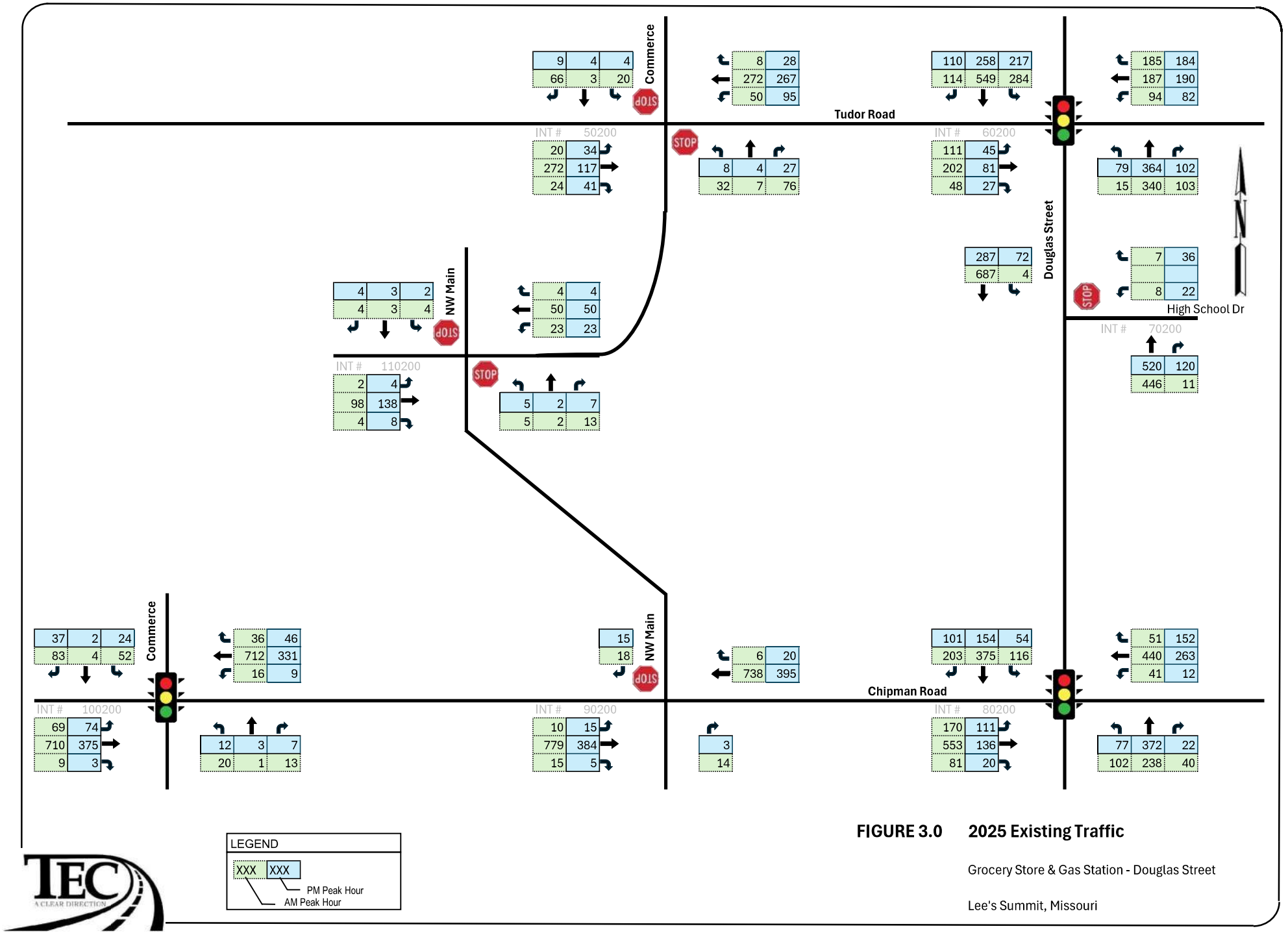


FIGURE 3.0 2025 Existing Traffic

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

4.0 PHASE 1 - PROPOSED SITE TRIPS

To determine the effects a new development will have on an existing street system, new or additional traffic must be projected. The latest edition of the *Trip Generation Manual, 12th Edition*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.

Available information was utilized regarding the anticipated land use to determine the site generated traffic. The 850 – *Supermarket, 822 – Strip Retail Plaza &* 944 – *Gas Stations* category was selected to determine the trip generation of the proposed development. This site has 99,000 Square Foot Supermarket, 50,000 square feet Strip Retail Plaza, and 14 Vehicle Fueling Positions. The trip generation took into consideration both Internal capture, the sharing of trips between uses, and Pass By trips, the pulling of traffic from the existing traffic into the development. The resulting traffic volumes projected to be generated by the proposed development are indicated in **Table 1**.

TABLE 1.0 PHASE 1 - PROJECTED SITE GENERATED TRIPS

Building Type (Land Use)	ITE Land Use Code	Approximate Fueling Positions	Average Weekday Vehicle Trips			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Trips (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Trips (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Full Build Out													
Trip Rate*		(1 KSF GFA)	92.29	2.95	8.79								
Supermarket	850					59%	41%	172	120	50%	50%	435	435
		99	9,137	292	870								
Trip Rate*		(1 KSF GFA)	54.45	3.93	6.29								
Strip Retail Plaza	822					55%	45%	86	71	50%	50%	126	126
3.71 Acres /.25 FAR		40	2,178	157	252								
Trip Rate*		(Fueling Positions)	172.01	11.32	14.23								
Gas Station	944					50%	50%	68	68	50%	50%	86	86
		12	2,064	136	171								
Total Trips			13,379	585	1,293			327	258			647	647

Trip Rate Reductions

Reduction Type	Reduction Amount (%)	AM Peak Hour Reduction IN	AM Peak Hour Reduction OUT	AM Peak Hour Total Development Volume IN	AM Peak Hour Total Development Volume OUT	PM Peak Hour Reduction IN	PM Peak Hour Reduction OUT	PM Peak Hour Total Development Volume IN	PM Peak Hour Total Development Volume OUT
Internal Capture[5]	10	33	26	294	233	65	65	582	582

Reduction Type	Reduction Amount (%)		AM Peak Hour Reduction IN	AM Peak Hour Reduction OUT	AM Peak Hour Site Trips Added To Roadway IN	AM Peak Hour Site Trips Added To Roadway OUT	PM Peak Hour Reduction IN	PM Peak Hour Reduction OUT	PM Peak Hour Site Trips Added To Roadway IN	PM Peak Hour Site Trips Added To Roadway OUT
	AM Peak Hour	PM Peak Hour								
Pass-By Trips / Diverted Link** - 850 Supermarket	25%	25%	30	30			109	109		
Pass-By Trips / Diverted Link** - 944 Gasoline/Service	60%	60%	40	41			51	51		
					224	162			422	422

* Trip Rates from "TRIP GENERATION MANUAL", 12th Ed., Institute of Transportation Engineers.

4.1 DISTRIBUTION OF TRIPS

The traffic expected to be generated by the proposed development was then distributed among the points of access as well as the study intersection for the A.M. and P.M. peak hours. The distribution of the site generated traffic was based on anticipated usage of the site and traffic patterns in the area which were obtained from the traffic data that was collected for this study and is summarized in **Figure 5**. The directional distribution of the site generated traffic entering/exiting the proposed development is generally expected to be:

- 15% to/from Tudor Road west of Commerce Drive
- 10% to/from Tudor Road east of Douglas Street
- 20% to/from Douglas Street north of Tudor
- 20% to/from Douglas Street south of Chipman Road
- 20% to/from Chipman Road west of Commerce Drive
- 15% to/from Chipman Road east of Douglas Street

For more detailed direction distribution see **Figure 5.**

4.2 PHASE 1 - TOTAL TRAFFIC

The site trips were then added to the future combined traffic for the 2027 design year. The 2027 phase 1 - total traffic (2027 future background traffic + future development trips + proposed site trips) for each access point as well as the adjacent study intersection is summarized in **Figure 6**.

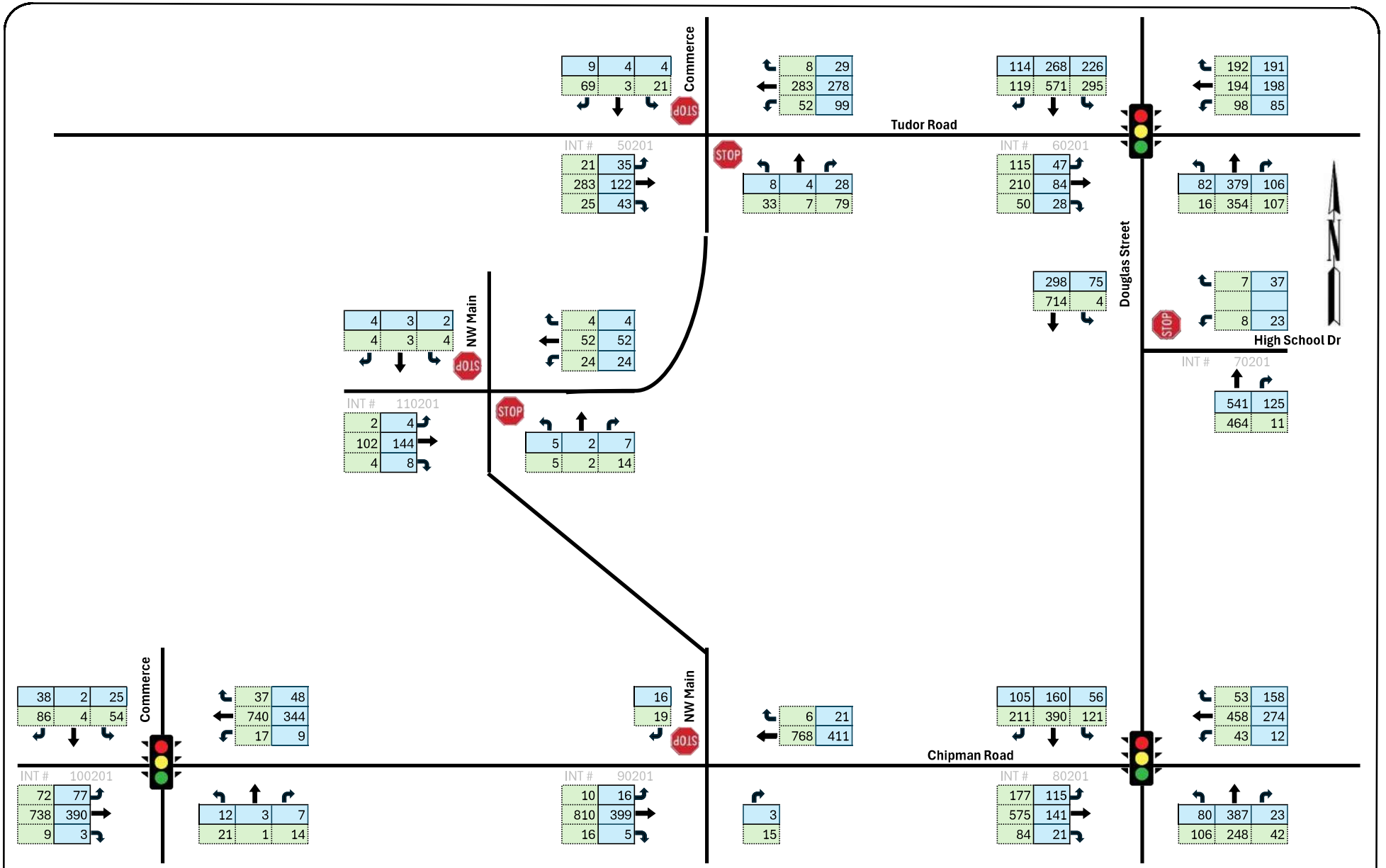
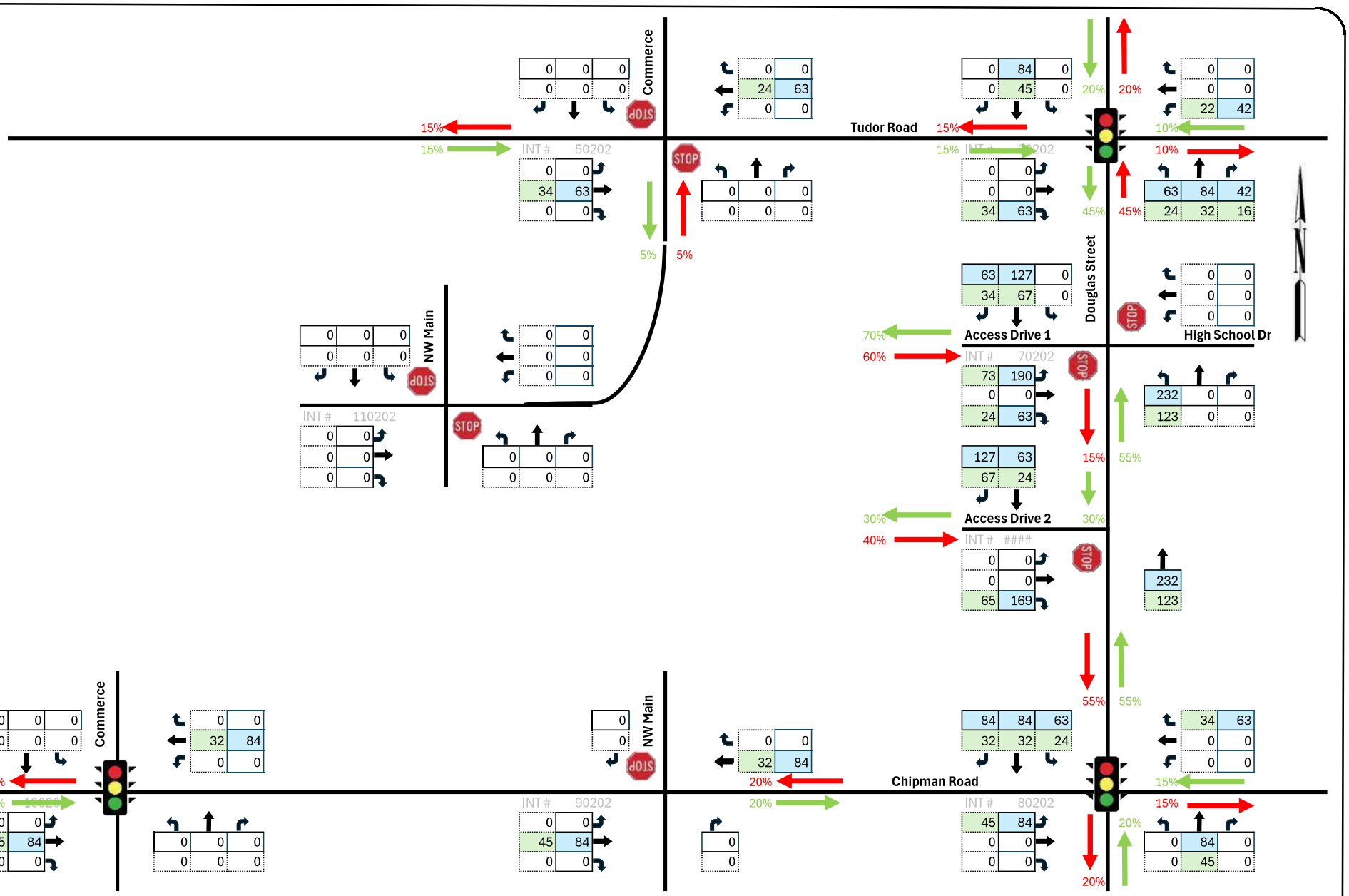


FIGURE 4.0 2027 Background Traffic

2% Growth Rate
2 Number of Years

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri



LEGEND

XXX	XXX

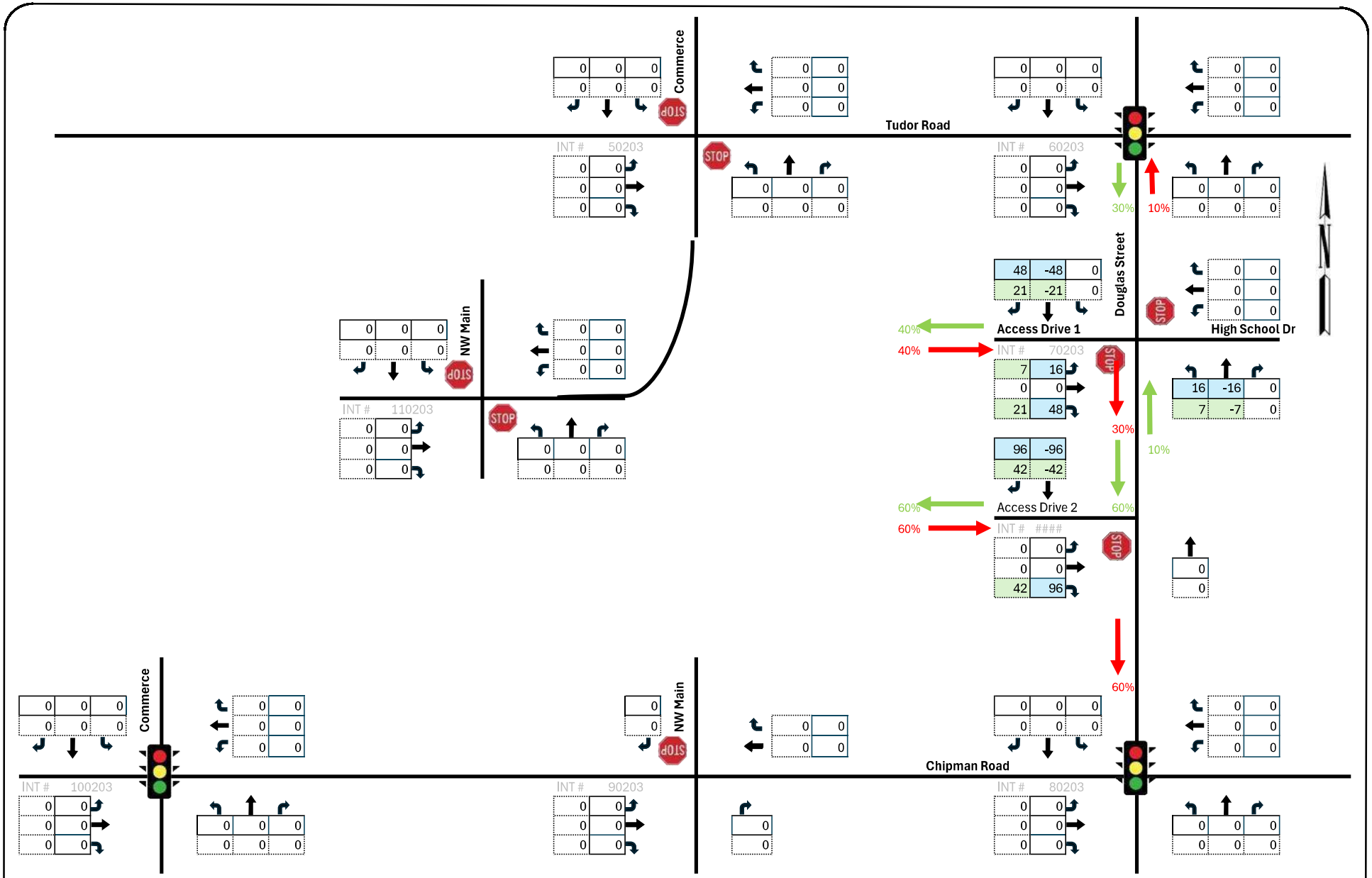
PM Peak Hour
AM Peak Hour

Peak Hour - Primary Site Generated Trips		
	IN (vph)	OUT (vph)
AM Peak Hour	224	162
PM Peak Hour	422	422

FIGURE 5.0 Phase 1 - Proposed Site Trips

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri



LEGEND

XXX XXX

PM Peak Hour

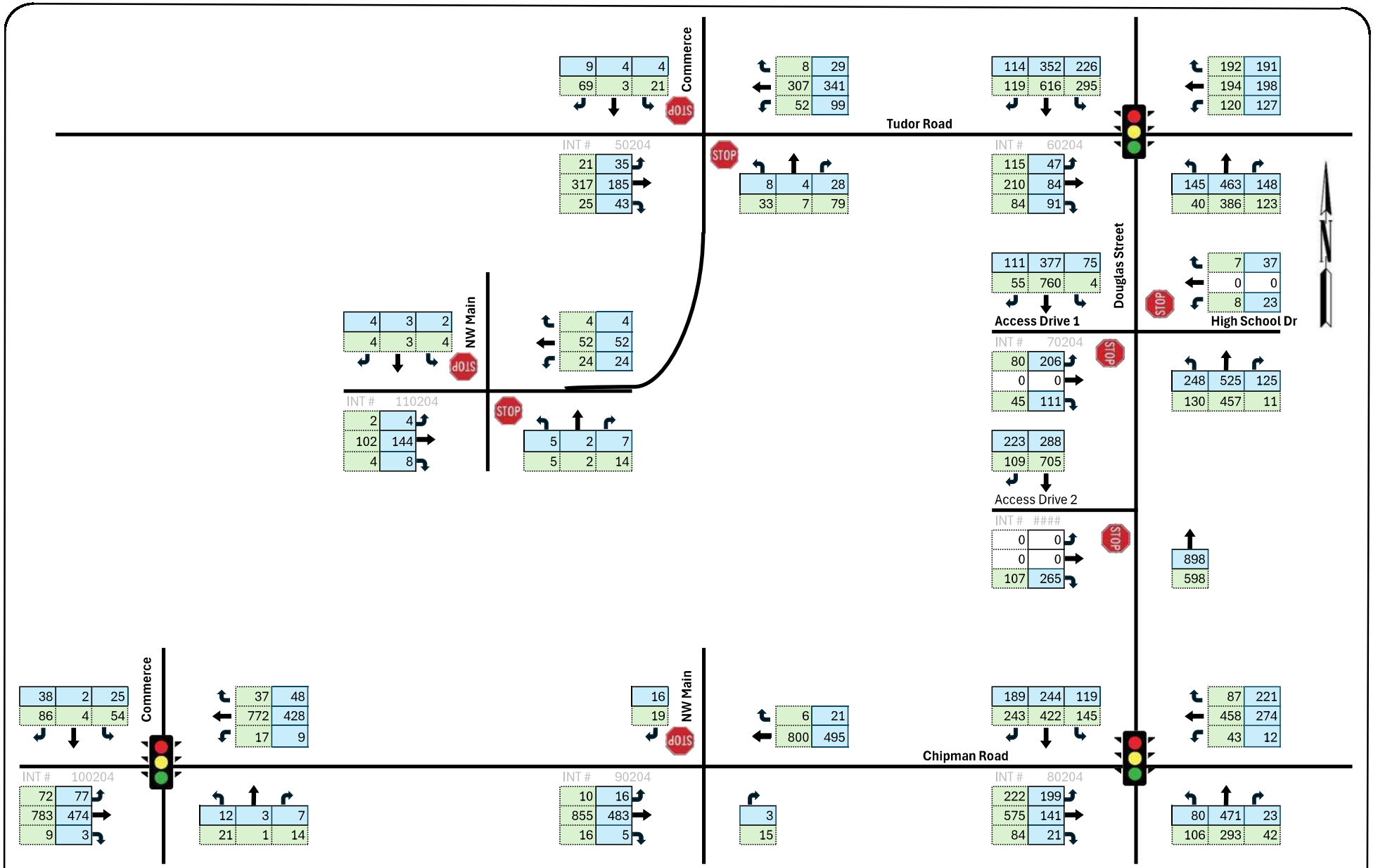
AM Peak Hour

Peak Hour - Pass-by Site Generated Trips		
	IN (vph)	OUT (vph)
AM Peak Hour	70	71
PM Peak Hour	160	160

FIGURE 6.0 **Phase 1 - Proposed Pass By / Diverted I**

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri



Peak Hour - Primary Site Generated Trips		
	IN (vph)	OUT (vph)
AM Peak Hour	294	233
PM Peak Hour	647	582

FIGURE 7.0 Phase 1 - Total Traffic

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

5.0 PHASE 1 - CAPACITY ANALYSIS

5.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 12,* which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual, 7th Edition.* The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council, Washington, D.C. The information has been widely accepted throughout the U.S. as a guide for defining and solving transportation challenges. The information is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. The level-of-service criteria are summarized in **Table 2**.

TABLE 2.0 LEVEL-OF-SERVICE CRITERIA

Level-of-Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤ 10	≤ 10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

5.2 PHASE 1 - SCENARIOS

Capacity analyses were conducted for the A.M. and P.M. peak hours at each development driveway as well as the intersections of Commerce Drive / Sloan Road & Tudor Road, Douglas Street & Tudor Road, Douglas Street & High School Entrance, Douglas Street & Chipman Road, Main Street & Chipman Road, Commerce Drive & Chipman Road, and Main Street and Commerce Drive. The intersections were analyzed and reviewed under the existing traffic, 2029 background traffic, and 2029 total traffic. For purposes of this report, an overall intersection level-of-service "C" or better was considered an acceptable level-of-service as per Lee's Summit Guidelines. The results of the capacity analyses conducted are summarized in **Table 3** and the raw data sheets have been included in the appendix.

TABLE 3.0 PHASE 1 - INTERSECTION CAPACITY ANALYSIS RESULTS

Intersection	Traffic Control	Overall / Approach	AM Peak Hour					
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
			2025 Existing Traffic		2027 Background Traffic		2027 Total Traffic	
Commerce Dr / Sloan & Tudor Road	TWSC	OVR	3.8	A	3.9	A	3.8	A
		EB	0.5	A	0.5	A	0.5	A
		WB	1.2	A	1.2	A	1.2	A
		NB	13.5	B	14.0	B	14.8	B
		SB	12.1	B	12.4	B	13.0	B
Douglas St & Tudor Road	SIGNAL	OVR	23.4	C	22.1	C	21.9	C
		EB	43.9	D	49.9	D	51.0	D
		WB	53.8	D	55.2	E	54.0	D
		NB	0.7	A	1.5	A	1.9	A
		SB	11.7	B	9.4	A	10.6	B
Douglas St & High School Entrance / Access Drive 1	TWSC	OVR	0.2	A	0.2	A	12.3	B
		EB					126.8	F
		WB	14.3	B	14.7	B	25.2	D
		NB	0.0	A	0.0	A	2.5	A
		SB	0.1	A	0.1	A	0.1	A
Douglas St & Access Drive 2	TWSC	OVR					1.0	A
		EB					13.4	B
		NB					0.0	A
		SB					0.0	A
Douglas St & Chipman Road	SIGNAL	OVR	31.1	C	31.7	C	34.7	C
		EB	24.9	C	25.5	C	31.5	C
		WB	41.0	D	41.7	D	44.7	D
		NB	24.5	C	24.7	C	25.4	C
		SB	34.3	C	34.9	C	36.2	D
NW Main St & Chipman Road	TWSC	OVR	0.3	A	0.2	A	0.2	A
		EB	0.1	A	0.1	A	0.1	A
		WB	0.0	A	0.0	A	0.0	A
		SB	9.3	A	9.3	A	9.4	A
Commerce Drive & Chipman Road	SIGNAL	OVR	13.4	B	13.5	B	13.5	B
		EB	18.8	B	19.0	B	19.1	B
		WB	2.7	A	2.8	A	2.8	A
		NB	32.6	C	32.7	C	32.7	C
		SB	36.7	D	36.9	D	36.9	D
NW Main St & Commerce Drive	TWSC	OVR	2.3	A	2.3	A	2.3	A
		EB	0.1	A	0.1	A	0.1	A
		WB	2.2	A	2.2	A	2.2	A
		NB	9.4	A	9.4	A	9.4	A
		SB	9.7	A	9.7	A	9.7	A
Douglas St & High School Entrance / Access Drive 1	PRO SIGNAL	OVR					5.7	A
		EB					55.0	D
		WB					51.9	D
		NB					0.5	A
		SB					0.5	A

			PM Peak Hour					
			2025 Existing Traffic		2027 Background Traffic		2027 Total Traffic	
Commerce Dr / Sloan & Tudor Road	TWSC	OVR	2.6	A	2.6	A	2.3	A
		EB	1.4	A	1.4	A	1.1	A
		WB	1.9	A	1.9	A	1.7	A
		NB	11.4	B	11.5	B	12.6	B
		SB	13.0	B	13.3	B	14.8	B
Douglas St & Tudor Road	SIGNAL	OVR	21.9	C	22.1	C	21.9	C
		EB	46.3	D	45.9	D	51.0	D
		WB	54.8	D	55.2	E	54.1	D
		NB	1.4	A	1.5	A	1.9	A
		SB	9.1	A	9.4	A	10.6	B
Douglas St & High School Entrance / Access Drive 1	TWSC	OVR	1.7	A	1.7	A	10.4	B
		EB					47.6	D
		WB	16.0	C	16.8	C	40.5	D
		NB	0.0	A	0.0	A	1.0	A
		SB	2.4	A	2.4	A	0.4	A
Douglas St & Access Drive 2	TWSC	OVR					2.3	A
		EB					13.9	B
		NB					0.0	A
		SB					0.0	A
Douglas St & Chipman Road	SIGNAL	OVR	27.1	C	28.2	C	34.9	C
		EB	29.5	C	29.4	C	43.5	D
		WB	32.4	C	32.8	C	52.6	D
		NB	25.4	C	25.6	C	26.8	C
		SB	20.2	C	24.9	C	30.5	C
NW Main St & Chipman Road	TWSC	OVR	0.3	A	0.3	A	0.3	A
		EB	0.3	A	0.3	A	0.3	A
		WB	0.0	A	0.0	A	0.0	A
		SB	9.7	A	9.8	A	9.3	A
Commerce Drive & Chipman Road	SIGNAL	OVR	14.1	B	14.2	B	13.1	B
		EB	20.8	C	20.8	C	19.8	B
		WB	2.2	A	2.2	A	2.0	A
		NB	32.2	C	32.2	C	32.2	C
		SB	33.5	C	33.6	C	33.6	C
NW Main St & Commerce Drive	TWSC	OVR	1.7	A	1.7	A	1.7	A
		EB	0.2	A	0.2	A	0.2	A
		WB	2.3	A	2.3	A	2.3	A
		NB	9.9	A	10.0	B	10.0	B
		SB	9.8	A	9.8	A	9.8	A
Douglas St & High School Entrance / Access Drive 1	PRO SIGNAL	OVR					10.4	B
		EB					47.6	D
		WB					40.5	D
		NB					1.0	A
		SB					0.4	A

	Signal	Unsignalized
LEVEL OF SERVICE A - C		
LEVEL OF SERVICE D - E		
LEVEL OF SERVICE F		

5.2.1 2025 EXISTING TRAFFIC

The analyses conducted under the 2025 existing traffic indicated that the overall intersections operate at an acceptable level-of-service "C" or better during the a.m. and p.m. peak hours.

5.2.2 2027 BACKGROUND TRAFFIC

The analyses conducted under the 2027 background traffic indicated that the overall intersections operate at an acceptable level-of-service "C" or better during the a.m. and p.m. peak hours.

5.2.3 PHASE 1 - 2027 TOTAL TRAFFIC

The analyses conducted under the 2027 phase 1 total traffic indicated that the overall intersections operate at an acceptable level-of-service "C" or better during the a.m. and p.m. peak hours. The intersection of Douglas Street and High School Entrance / Access Drive 1 did have level of service F for the side street during the a.m. and p.m. peak hours. A signal was modeled for the intersection during the peak hours and found that a signal would meet the level of service requirements. The results for a signal at that intersection where included in **Table 3**.

6.0 PHASE 2 - PROPOSED SITE TRIPS

To determine the effects a new development will have on an existing street system, new or additional traffic must be projected. The latest edition of the *Trip Generation Manual, 12th Edition*, published by the Institute of Transportation Engineers, was used to determine the amount of traffic the development is expected to generate. The report is a nationally accepted reference which provides trip rates for determining the traffic expected to be generated by different land use types.

Available information was utilized regarding the anticipated land use to determine the site generated traffic. The 850 – *Supermarket, 822 – Strip Retail Plaza &* 944 – *Gas Stations* category was selected to determine the trip generation of the proposed development. This site has 99,000 Square Foot Supermarket, 50,000 square feet Strip Retail Plaza, and 14 Vehicle Fueling Positions. The trip generation took into consideration both Internal capture, the sharing of trips between uses, and Pass By trips, the pulling of traffic from the existing traffic into the development. The resulting traffic volumes projected to be generated by the proposed development are indicated in **Table 4**.

TABLE 4.0 PHASE 2 - PROJECTED SITE GENERATED TRIPS

Building Type (Land Use)	ITE Land Use Code	Approximate Fueling Positions	Average Weekday Vehicle Trips			Average AM Peak Hour Directional Distribution		Average AM Peak Hour Directional Trips (vph)		Average PM Peak Hour Directional Distribution		Average PM Peak Hour Directional Trips (vph)	
			Per Day	Per Peak Hour of Adjacent Street Traffic									
				One Hour Between 7am & 9am	One Hour Between 4pm & 6pm								
			(vpd)	(vph)	(vph)	IN	OUT	IN	OUT	IN	OUT	IN	OUT
Trip Rate*		(1 KSF GFA)	54.45	3.93	6.29								
Strip Retail Plaza	822					55%	45%	61	50	50%	50%	88	88
2.61 Acres /.25 FAR		28	1,525	110	176								
Total Trips			1,525	110	176			61	50			88	88

6.1 PHASE 2 - DISTRIBUTION OF TRIPS

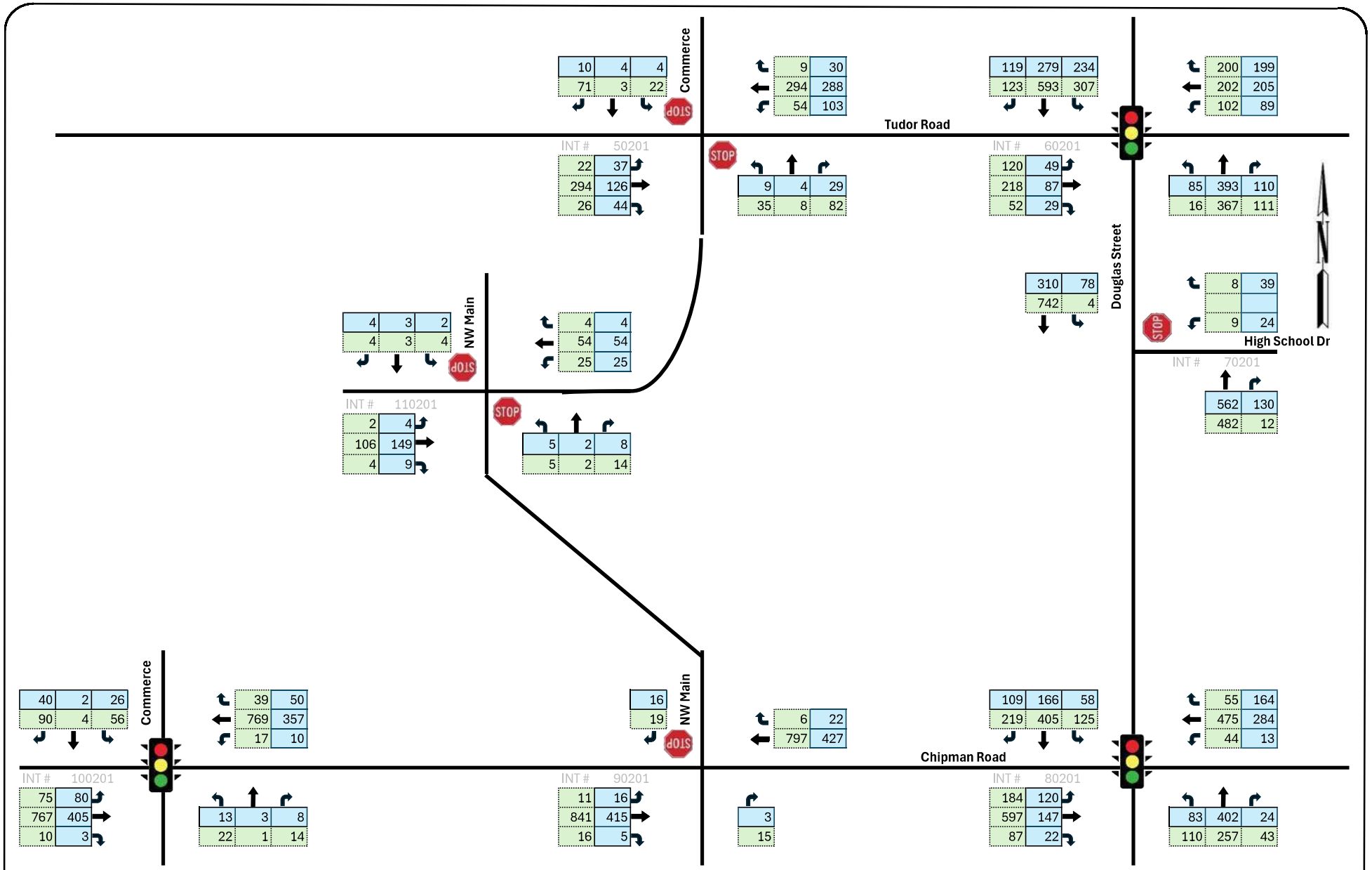
The traffic expected to be generated by the proposed development was then distributed among the points of access as well as the study intersection for the A.M. and P.M. peak hours. The distribution of the site generated traffic was based on anticipated usage of the site and traffic patterns in the area which were obtained from the traffic data that was collected for this study and is summarized in **Figure 9**. The directional distribution of the site generated traffic entering/exiting the proposed development is generally expected to be:

- 20% to/from Tudor Road west of Commerce Drive
- 20% to/from Tudor Road east of Douglas Street
- 30% / 20% to/from Douglas Street north of Tudor
- 10% / 20% to/from Douglas Street south of Chipman Road
- 10% / 15% to/from Chipman Road west of Commerce Drive
- 20% to/from Chipman Road east of Douglas Street

For more detailed direction distribution see **Figure 9.**

6.2 PHASE 2 - TOTAL TRAFFIC

The site trips were then added to the future combined traffic for the 2029 design year. The 2029 phase 2 - total traffic (2029 future background traffic + phase 1 development trips + phase 2 development trips) for each access point as well as the adjacent study intersection is summarized in **Figure 10**.



LEGEND

XXX XXX

PM Peak Hour

AM Peak Hour

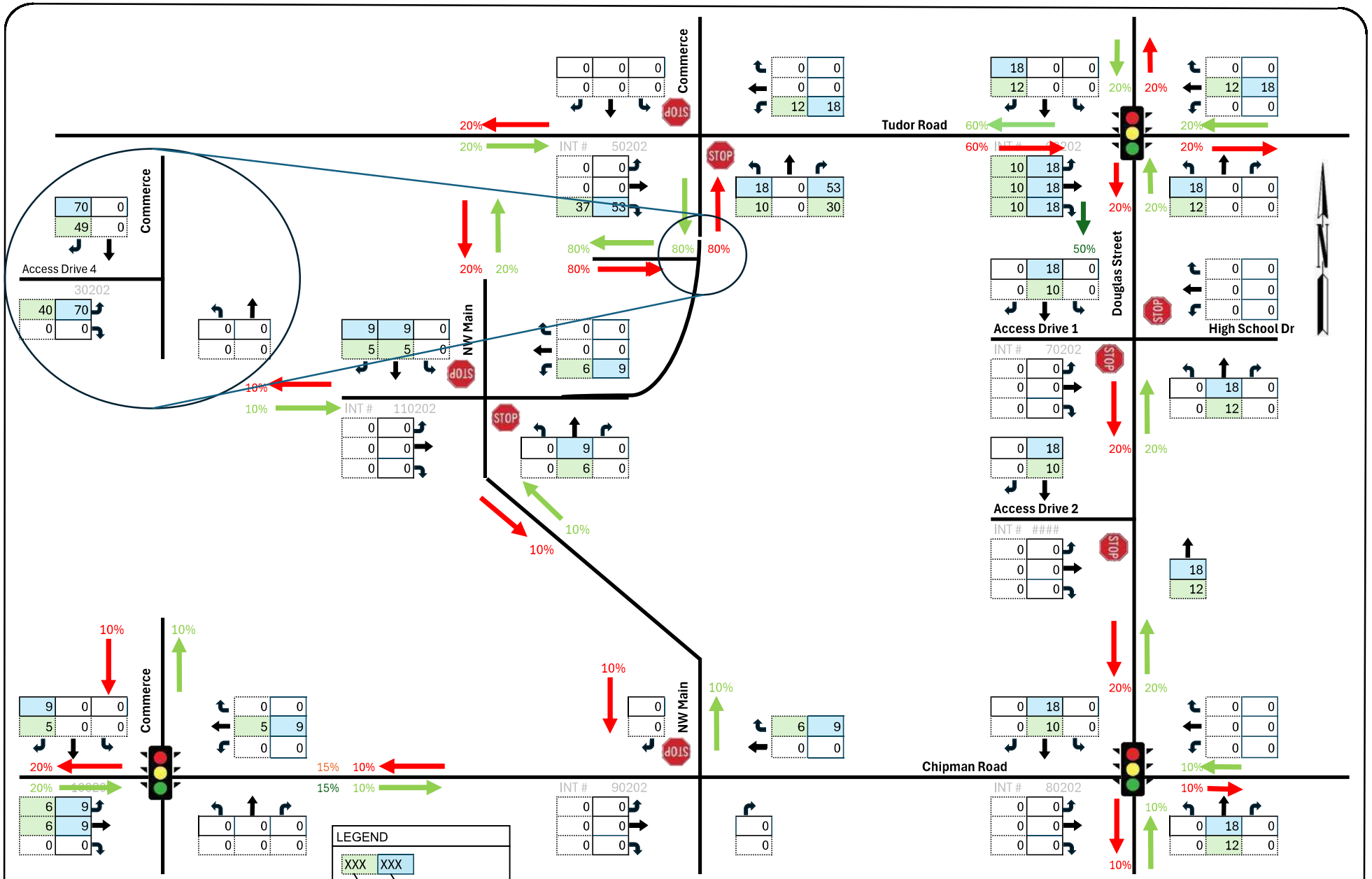
2% Growth Rate

4 Number of Years

FIGURE 8.0 2029 Background Traffic

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri



Peak Hour - Primary Site Generated Trips		
	IN (vph)	OUT (vph)
AM Peak Hour	61	88
PM Peak Hour	50	88

FIGURE 9.0 **Phase 2 - Proposed Site Trips**

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

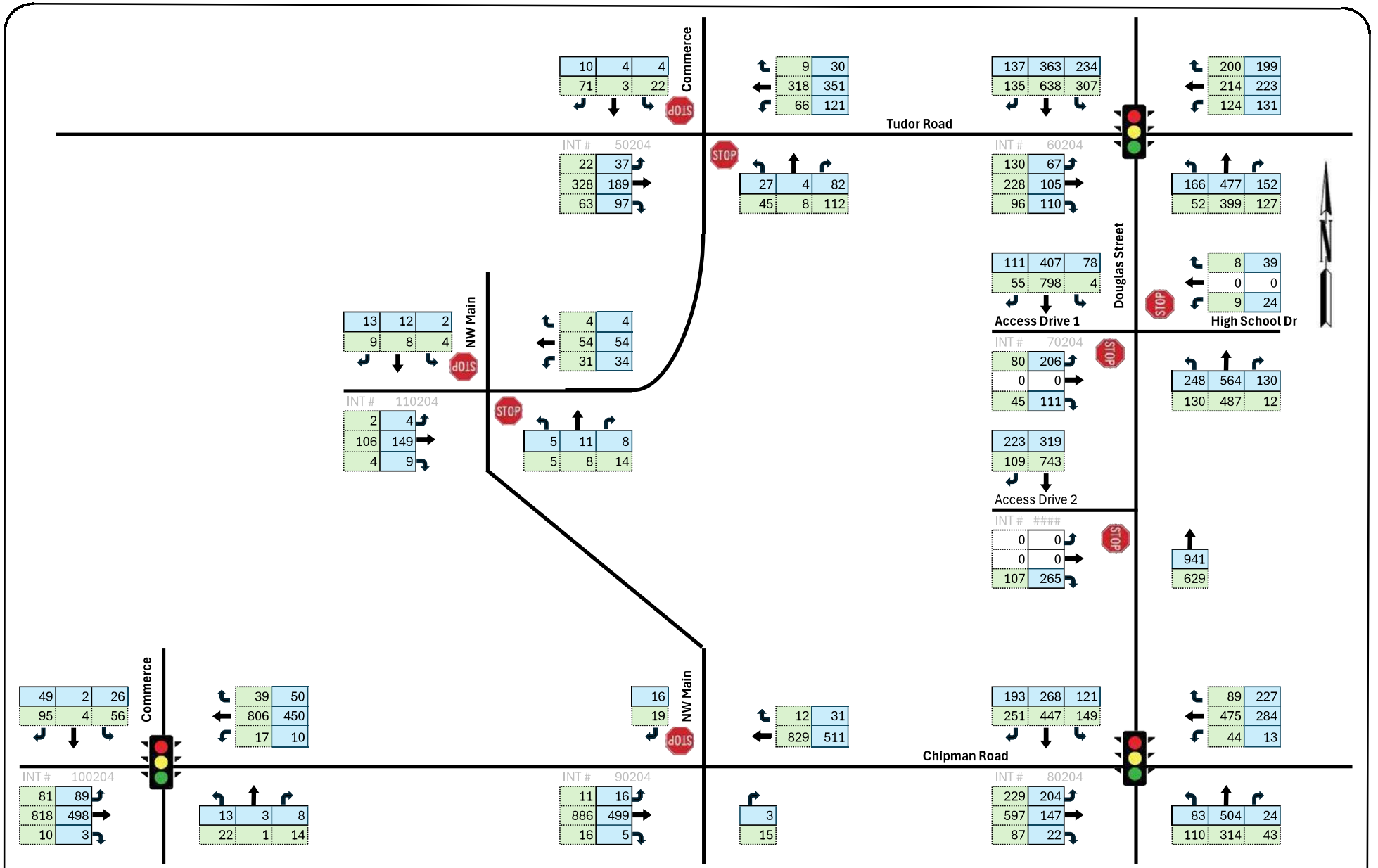


FIGURE 10.0 Phase 2 - Total Traffic

Grocery Store & Gas Station - Douglas Street

Lee's Summit, Missouri

7.0 PHASE 2 - CAPACITY ANALYSIS

7.1 METHODOLOGY

The capacity analyses were conducted using *Synchro 12,* which is a software package for modeling and optimizing traffic signal timings at signalized intersections and analyzing unsignalized intersections in accordance with the methodology of the latest edition of the *Highway Capacity Manual, 7th Edition.* The *Highway Capacity Manual* is published by the Transportation Research Board of the National Research Council, Washington, D.C. The information has been widely accepted throughout the U.S. as a guide for defining and solving transportation challenges. The information is approved and distributed by the U.S. Department of Transportation, Federal Highway Administration.

The capacity analysis provides a measure of the amount of traffic that a given facility can accommodate. Traffic facilities generally operate poorly at or near capacity. The analysis is intended to estimate the maximum amount of traffic that can be accommodated by a facility while maintaining prescribed operational qualities. The definition of operational criteria is accomplished using levels-of-service. The concept of levels-of-service is defined as a qualitative measure and describes operational conditions in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Six levels-of-service are defined for each type of facility for which analysis procedures are available. They are given letter designations, from “A” to “F”, with level-of-service “A” representing the best operating conditions and level-of-service “F” the worst.

The average control delay for signalized intersections is estimated for each lane group and aggregated for each approach and for the intersection as a whole. The level-of-service for this type of traffic control is directly related to the control delay value. The criteria for stop controlled or unsignalized intersections have different threshold values than do those for signalized intersections. A higher level of control delay has been determined to be acceptable at a signalized intersection for the same level-of-service. The level-of-service criteria are summarized in **Table 5**.

TABLE 5.0 LEVEL-OF-SERVICE CRITERIA

Level-of-Service	Average Delay (seconds/vehicle)		Traffic Condition
	Unsignalized	Signalized	
A	≤ 10	≤ 10	Free Flow
B	> 10 - 15	> 10 - 20	Stable Flow (slight delays)
C	> 15 - 25	> 20 - 35	Stable Flow (acceptable delays)
D	> 25 - 35	> 35 - 55	Approaching Unstable Flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	> 35 - 50	> 55 - 80	Unstable Flow (intolerable delay)
F	> 50	> 80	Forced Flow (congested and queues fail to clear)

7.2 PHASE 2 - SCENARIOS

Capacity analyses were conducted for the A.M. and P.M. peak hours at each development driveway as well as the intersections of Commerce Drive / Sloan Road & Tudor Road, Douglas Street & Tudor Road, Douglas Street & High School Entrance, Douglas Street & Chipman Road, Main Street & Chipman Road, Commerce Drive & Chipman Road, and Main Street and Commerce Drive. The intersections were analyzed and reviewed under the existing traffic, 2029 background traffic, and 2029 total traffic. For purposes of this report, an overall intersection level-of-service "C" or better was considered an acceptable level-of-service as per Lee's Summit Guidelines. The results of the capacity analyses conducted are summarized in **Table 6** and the raw data sheets have been included in the appendix.

TABLE 6.0 PHASE 2 - INTERSECTION CAPACITY ANALYSIS RESULTS

Intersection	Traffic Control	Overall / Approach	AM Peak Hour					
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
			2025 Existing Traffic		2029 Background Traffic		2029 Total Traffic	
Commerce Dr / Sloan & Tudor Road	TWSC	OVR	3.8	A	4.0	A	4.7	A
		EB	0.5	A	0.5	A	0.4	A
		WB	1.2	A	1.2	A	1.4	A
		NB	13.5	B	14.6	B	17.9	C
		SB	12.1	B	12.8	B	14.0	B
Douglas St & Tudor Road	SIGNAL	OVR	23.4	C	24.0	C	25.1	C
		EB	43.9	D	43.1	D	44.2	D
		WB	53.8	D	54.5	D	54.7	D
		NB	0.7	A	0.8	A	2.0	A
		SB	11.7	B	12.9	B	14.6	B
Douglas St & High School Entrance / Access Drive 1	PRO SIGNAL	OVR					5.5	A
		EB					55.1	E
		WB					51.9	D
		NB					0.5	A
		SB					0.5	A
Douglas St & Access Drive 2	TWSC	OVR					1.0	A
		EB					13.7	B
		NB					0.0	A
		SB					0.0	A
Douglas St & Chipman Road	SIGNAL	OVR	31.1	C	32.3	C	30.9	C
		EB	24.9	C	26.2	C	25.4	C
		WB	41.0	D	42.4	D	42.7	D
		NB	24.5	C	24.9	C	27.8	C
		SB	34.3	C	35.6	D	29.9	C
NW Main St & Chipman Road	TWSC	OVR	0.3	A	0.2	A	0.2	A
		EB	0.1	A	0.1	A	0.1	A
		WB	0.0	A	0.0	A	0.0	A
		SB	9.3	A	11.6	B	11.8	B
Commerce Drive & Chipman Road	SIGNAL	OVR	13.4	B	13.7	B	13.9	B
		EB	18.8	B	19.2	B	19.6	B
		WB	2.7	A	2.8	A	2.9	A
		NB	32.6	C	32.7	C	32.8	C
		SB	36.7	D	37.2	D	37.4	D
NW Main St & Commerce Drive	TWSC	OVR	2.3	A	2.2	A	2.9	A
		EB	0.1	A	0.1	A	0.1	A
		WB	2.2	A	2.3	A	2.6	A
		NB	9.4	A	9.4	A	9.9	A
		SB	9.7	A	9.8	A	9.9	A
Commerce Drive & Access Drive 4	TWSC	OVR					1.4	A
		EB					10.2	B
		NB					0.0	A
		SB					0.0	A

			PM Peak Hour					
			2025 Existing Traffic		2029 Background Traffic		2029 Total Traffic	
Commerce Dr / Sloan & Tudor Road	TWSC	OVR	2.6	A	2.7	A	3.4	A
		EB	1.4	A	1.4	A	0.9	A
		WB	1.9	A	1.9	A	2.0	A
		NB	11.4	B	11.8	B	14.9	B
		SB	13.0	B	13.4	B	16.1	C
Douglas St & Tudor Road	SIGNAL	OVR	21.9	C	22.3	C	22.9	C
		EB	46.3	D	45.6	D	48.2	D
		WB	54.8	D	55.5	E	54.2	D
		NB	1.4	A	1.5	A	2.4	A
		SB	9.1	A	9.7	A	11.9	B
Douglas St & High School Entrance / Access Drive 1	PRO SIGNAL	OVR					9.8	A
		EB					47.8	D
		WB					41.4	D
		NB					0.9	A
		SB					0.4	A
Douglas St & Access Drive 2	TWSC	OVR					2.1	A
		EB					13.7	B
		NB					0.0	A
		SB					0.0	A
Douglas St & Chipman Road	SIGNAL	OVR	27.1	C	29.4	C	32.6	C
		EB	29.5	C	29.3	C	35.0	C
		WB	32.4	C	33.3	C	33.5	C
		NB	25.4	C	25.8	C	37.4	D
		SB	20.2	C	29.7	C	25.1	C
NW Main St & Chipman Road	TWSC	OVR	0.3	A	0.3	A	0.4	A
		EB	0.3	A	0.3	A	0.3	A
		WB	0.0	A	0.0	A	0.0	A
		SB	9.7	A	9.9	A	10.3	B
Commerce Drive & Chipman Road	SIGNAL	OVR	14.1	B	14.2	B	13.7	B
		EB	20.8	C	20.9	C	20.4	C
		WB	2.2	A	2.3	A	2.2	A
		NB	32.2	C	32.2	C	32.2	C
		SB	33.5	C	33.7	C	34.0	C
NW Main St & Commerce Drive	TWSC	OVR	1.7	A	1.7	A	2.7	A
		EB	0.2	A	0.2	A	0.2	A
		WB	2.3	A	2.3	A	2.8	A
		NB	9.9	A	10.0	B	10.7	B
		SB	9.8	A	9.9	A	10.1	B
Commerce Drive & Access Drive 4	TWSC	OVR					2.2	A
		EB					10.4	B
		NB					0.0	A
		SB					0.0	A

	Signal	Unsignalized
LEVEL OF SERVICE A - C		
LEVEL OF SERVICE D - E		
LEVEL OF SERVICE F		

7.2.1 2029 BACKGROUND TRAFFIC

The analyses conducted under the 2029 background traffic indicated that the overall intersections operate at an acceptable level-of-service "C" or better during the a.m. and p.m. peak hours.

7.2.2 PHASE 2 - 2029 TOTAL TRAFFIC

The analyses conducted under the 2029 phase 2 total traffic indicated that the overall intersections operate at an acceptable level-of-service "C" or better during the a.m. and p.m. peak hours. A signal was modeled for the intersection of Douglas Street and High School Entrance / Access Drive 1 during the peak hours since it was found that a signal would meet the level of service requirements. The results for a signal at that intersection were included in **Table 6**.

8.0 ALTERNATIVE TRANSPORTATION MODES

8.1 PEDESTRIAN & BIKING

Bike and pedestrian accommodations were reviewed in the vicinity of the proposed development. All new driveways with planned sidewalks will be constructed to meet ADA and accommodate connectivity. In reviewing the Lee's Summit Comprehensive Plan indicates the need for trails along Tudor Road and Chipman Road. Those trails currently exist within the vicinity of the development. Sidewalks should be installed along Douglas Street within the development to allow for increased pedestrian activity and meet city code. In addition, a new signal at Douglas Street and the High School Entrance / Access Drive 1 should include crosswalks to allow for pedestrian connectivity.

8.2 TRANSIT

There are currently no fixed route transit services within the vicinity of the development.

9.0 CONCLUSIONS AND RECOMMENDATIONS

9.1 VEHICULAR RECCOMENDATIONS

TEC was requested to conduct a traffic impact study on a proposed supermarket, retail and gas station development in Lee's Summit, Missouri. Existing traffic volume data was collected adjacent to the proposed development. The development was analyzed as full build out in 2029. The proposed development traffic was then determined and added to the background design traffic for conducting reviews and analyses.

A traffic signal warrant analysis was completed for the intersection of Douglas Street and High School Entrance / Access Drive 1 in accordance with the criteria outlined in the MUTCD. Turning-movement counts, pedestrian activity, and speed data were evaluated against the applicable warrants. For this development the Eight-Hour was most applicable.

Based on these findings, installation of a traffic signal is warranted in the 2027 build condition and is expected to enhance both safety and operations at the intersection. Alternative traffic control options—such as all-way stop control and minor geometric improvements—were reviewed but are not anticipated to provide the same level of safety and operational benefit as a properly timed and coordinated traffic signal.

Improvements are needed at the intersection of Douglas Street and High School Entrance / Access Drive 1 in order to handle the anticipated traffic demands.

1. Signalization to meet the capacity needs (see Signal Warrants in Appendix)
2. Addition of Northbound and Southbound left turn lane as required by the city of Lee's Summit
3. With Signalization, installation of a crosswalk for pedestrian connectivity.

In addition to these improvements, access restrictions shall be installed at Access Drive 2 in order to restrict traffic movements to right in and right out only.

Several intersections operate at approach Level of Service D under existing conditions, and the addition of development traffic generally maintains that same approach Level of Service D threshold under proposed conditions. In some cases, delay increases while the approach remains at Level of Service D. In

a limited number of instances, certain approaches at signalized intersections exceed the Level of Service D threshold and operate at Level of Service E by less than one second. These occurrences are at signalized intersections where timing is intentionally weighted to prioritize major roadway traffic and maintain efficient progression along the mainline corridor. While signal timing could be adjusted to meet the approach Level of Service threshold, it is typical practice for side street approaches to experience somewhat greater delay in order to optimize overall traffic flow on the primary roadway.
It should also be noted that in no instance did the overall intersection Level of Service fall below Level of Service C, and where adjustments were needed, signal timing modifications were able to bring operations back within the applicable threshold.

Sight Distance at Proposed Entrances and Roadway Intersections – Careful consideration should be given to sight distance obstructions when planning any future development, aesthetics enhancements, such as berms, fencing, or landscaping. To ensure that these improvements do not obstruct the view of entering and exiting traffic at the developments access with public roads. It is generally recommended that all improvements higher than 3.0 feet above the elevation of the nearest pavement edge be held back at least 20 feet from the traveled roadway. Conditions may vary and will need to be reviewed by the site engineer on a case-by-case basis.

Based on these findings, installation of a traffic signal is warranted in the 2027 build condition and is expected to enhance both safety and operations at the intersection. A signal is close to being warranted today based upon existing traffic. Alternative traffic control options—such as all-way stop control and minor geometric improvements—were reviewed but are not anticipated to provide the same level of safety and operational benefit as a properly timed and coordinated traffic signal. A roundabout could be considered in lieu of a traffic signal.

9.2 PEDESTRIAN & BIKING IMPROVEMENTS

Bike and pedestrian accommodations were reviewed in the vicinity of the proposed development. All new driveways with planned sidewalks will be constructed to meet ADA and accommodate connectivity. New sidewalk shall be installed along Douglas Street to meet city code, and with a new signal at Douglas Street and High School Entrance / Access Drive 1, crosswalks should be install to accommodate pedestrian connectivity.

10.0 APPENDIX A

Supermarket — Douglas Street & Tudor Road

Lee's Summit, Missouri

Existing

- Existing Traffic Counts
- AM Existing Synchro
- PM Existing Synchro

Phase 1 - 2027

- AM Peak Calculations
- AM Background Traffic Synchro
- AM Total Traffic Synchro
- AM Total Traffic Synchro w/ Signal
- PM Peak Calculations
- PM Background Traffic Synchro
- PM Total Traffic Synchro
- PM Total Traffic Synchro w/ Signal

Prepared by:

Traffic Engineering Consultants, Inc.

Phase 2 - 2029

- AM Peak Calculations
- AM Background Traffic Synchro
- AM Total Traffic Synchro w/ Signal
- PM Peak Calculations
- PM Background Traffic Synchro
- PM Total Traffic Synchro w/ Signal

Prepared by:

Traffic Engineering Consultants, Inc.

EXISTING INFORMATION

Supermarket — Douglas Street & Tudor Road

Lee's Summit, Missouri

Existing

- Existing Traffic Counts
- AM Existing Synchro
- PM Existing Synchro

Prepared by:

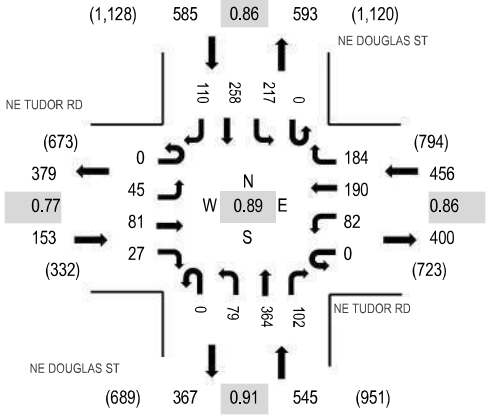
Traffic Engineering Consultants, Inc.

EXISTING INFROMATION

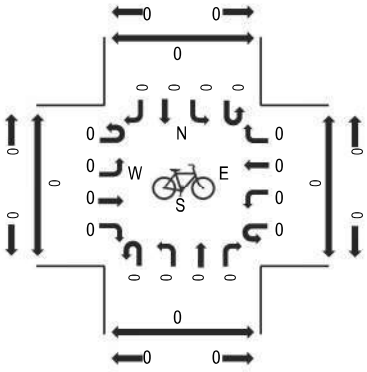
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 NE DOUGLAS ST & NE TUDOR RD AM
Date: Thursday, December 4, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

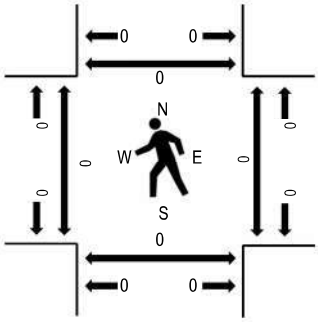
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

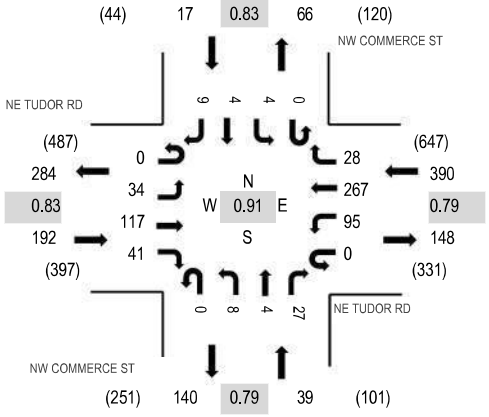
Traffic Counts - Motorized Vehicles

Interval Start Time	NE TUDOR RD Eastbound				NE TUDOR RD Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	10	24	9	0	14	44	56	0	10	80	38	0	68	72	17	442	1,739	0	0	0	0
7:15 AM	0	13	21	8	0	29	45	58	0	17	99	26	0	72	68	30	486	1,650	0	0	0	0
7:30 AM	0	10	18	6	0	18	57	23	0	25	89	12	0	27	55	34	374	1,527	0	0	0	0
7:45 AM	0	12	18	4	0	21	44	47	0	27	96	26	0	50	63	29	437	1,505	0	0	0	0
8:00 AM	0	12	14	2	0	15	44	32	0	9	80	23	0	37	53	32	353	1,466	0	0	0	0
8:15 AM	0	25	19	4	0	12	37	39	0	7	75	15	0	40	62	28	363		0	0	0	0
8:30 AM	0	18	22	5	0	11	34	38	0	8	74	14	0	39	62	27	352		0	0	0	0
8:45 AM	0	20	35	3	0	15	28	33	0	6	81	14	0	51	78	34	398		0	0	0	0
Count Total	0	120	171	41	0	135	333	326	0	109	674	168	0	384	513	231	3,205		0	0	0	0
Peak Hour	0	45	81	27	0	82	190	184	0	79	364	102	0	217	258	110	1,739		0	0	0	0

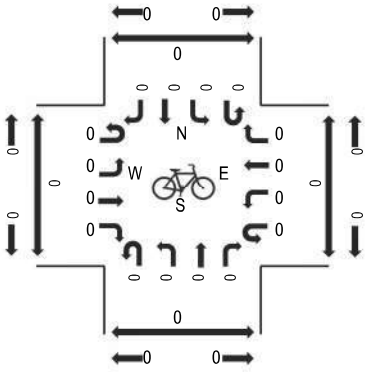
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 NW COMMERCE ST & NE TUDOR RD AM
Date: Thursday, December 4, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

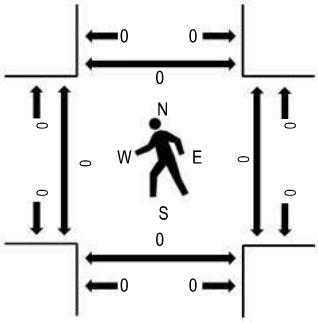
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

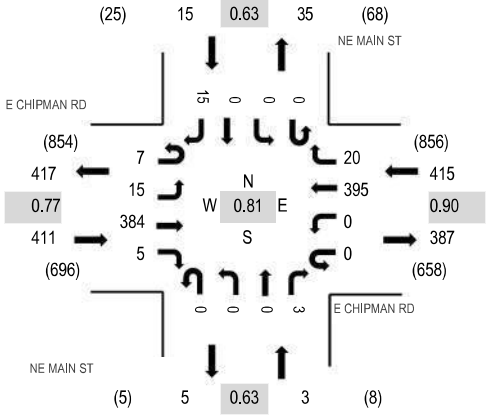
Traffic Counts - Motorized Vehicles

Interval Start Time	NE TUDOR RD Eastbound				NE TUDOR RD Westbound				NW COMMERCE ST Northbound				NW COMMERCE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	43	9	0	14	44	4	0	3	0	4	0	0	1	1	127	619	0	0	0	0
7:15 AM	0	4	39	5	0	24	60	4	0	2	2	6	0	2	2	0	150	638	0	0	0	0
7:30 AM	0	1	22	6	0	22	90	11	0	3	0	9	0	0	2	1	167	629	0	0	0	0
7:45 AM	0	17	27	18	0	22	75	5	0	3	1	5	0	0	0	2	175	589	0	0	0	0
8:00 AM	0	12	29	12	0	27	42	8	0	0	1	7	0	2	0	6	146	570	0	0	0	0
8:15 AM	0	9	35	8	0	15	42	4	0	4	3	11	0	2	2	6	141		0	0	0	0
8:30 AM	0	9	24	5	0	21	40	3	0	4	1	12	0	1	1	6	127		0	0	0	0
8:45 AM	0	13	36	10	0	24	42	4	0	8	0	12	0	3	1	3	156		0	0	0	0
Count Total	0	69	255	73	0	169	435	43	0	27	8	66	0	10	9	25	1,189		0	0	0	0
Peak Hour	0	34	117	41	0	95	267	28	0	8	4	27	0	4	4	9	638		0	0	0	0

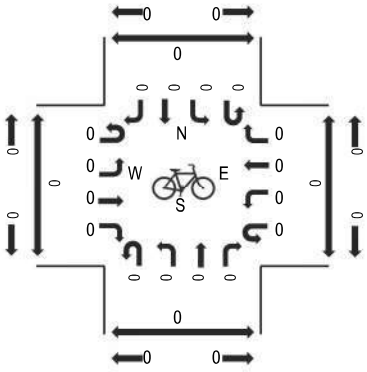
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 NE MAIN ST & E CHIPMAN RD AM
Date: Thursday, December 4, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

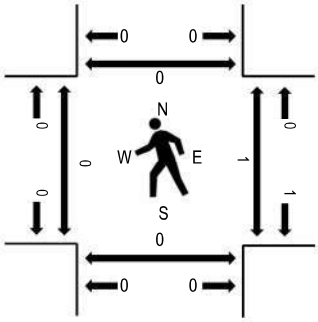
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

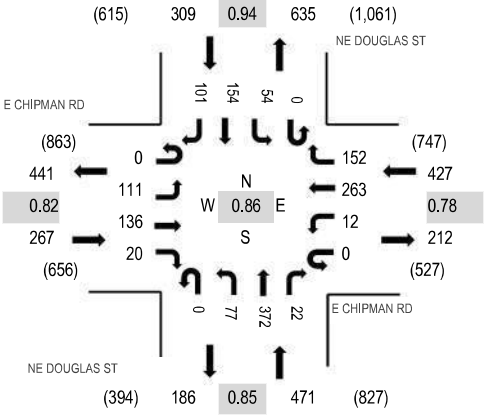
Traffic Counts - Motorized Vehicles

Interval Start Time	E CHIPMAN RD Eastbound				E CHIPMAN RD Westbound				NE MAIN ST Northbound				NE MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	0	54	0	0	0	84	2	0	0	0	2	0	0	0	0	143	741	0	0	1	0
7:15 AM	1	3	66	0	0	0	119	3	0	0	0	1	0	0	0	4	197	779	0	0	0	0
7:30 AM	0	3	65	0	0	0	107	4	0	0	0	1	0	0	0	3	183	785	0	0	0	0
7:45 AM	4	7	81	0	0	0	111	11	0	0	0	1	0	0	0	3	218	802	0	0	0	1
8:00 AM	2	1	85	3	0	0	80	5	0	0	0	2	0	0	0	3	181	844	0	0	0	0
8:15 AM	2	3	83	1	0	0	106	5	0	0	0	0	0	0	0	3	203		0	1	0	0
8:30 AM	3	4	89	1	0	0	94	3	0	0	0	0	0	0	0	6	200		0	0	0	0
8:45 AM	0	7	127	0	0	0	115	7	0	0	0	1	0	0	0	3	260		0	0	0	0
Count Total	13	28	650	5	0	0	816	40	0	0	0	8	0	0	0	25	1,585		0	1	1	1
Peak Hour	7	15	384	5	0	0	395	20	0	0	0	3	0	0	0	15	844		0	1	0	0

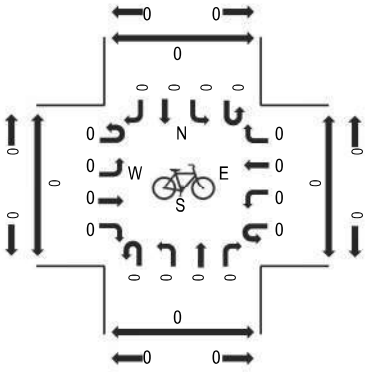
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 NE DOUGLAS ST & E CHIPMAN RD AM
Date: Thursday, December 4, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

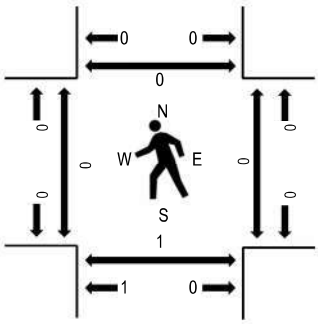
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CHIPMAN RD Eastbound				E CHIPMAN RD Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	28	5	0	2	56	55	0	15	79	2	0	11	37	18	329	1,474	0	0	1	0
7:15 AM	0	34	30	5	0	2	73	62	0	18	110	10	0	14	40	29	427	1,465	0	0	0	0
7:30 AM	0	25	34	6	0	4	57	14	0	22	89	7	0	12	34	32	336	1,379	0	0	0	0
7:45 AM	0	31	44	4	0	4	77	21	0	22	94	3	0	17	43	22	382	1,377	0	0	0	0
8:00 AM	0	13	64	8	0	4	53	20	0	12	73	5	0	16	30	22	320	1,371	0	0	0	0
8:15 AM	0	27	46	11	0	6	62	10	0	18	74	8	0	11	36	32	341		0	0	0	0
8:30 AM	0	34	59	9	0	5	57	14	0	17	60	7	0	10	41	21	334		0	0	0	0
8:45 AM	0	33	73	12	0	7	69	13	0	19	55	8	0	8	39	40	376		0	0	0	0
Count Total	0	218	378	60	0	34	504	209	0	143	634	50	0	99	300	216	2,845		0	0	1	0
Peak Hour	0	111	136	20	0	12	263	152	0	77	372	22	0	54	154	101	1,474		0	0	1	0

ALL TRAFFIC DATA SERVICES
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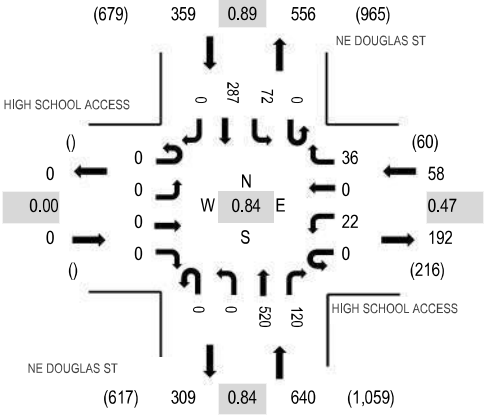
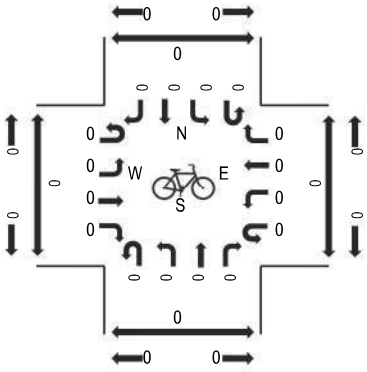
Location: 5 NE DOUGLAS ST & HIGH SCHOOL ACCESS AM
Date: Thursday, December 4, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

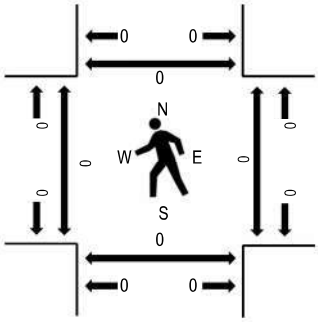
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HIGH SCHOOL ACCESS Eastbound				HIGH SCHOOL ACCESS Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	10	0	14	0	0	111	49	0	44	57	0	285	1,057	0	0	0	0
7:15 AM	0	0	0	0	0	10	0	21	0	0	128	62	0	24	71	0	316	951	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	131	3	0	2	78	0	215	821	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	1	0	0	150	6	0	2	81	0	241	780	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	106	3	0	5	65	0	179	741	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	105	1	0	3	76	0	186		0	1	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	97	2	0	1	74	0	174		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	100	5	0	4	92	0	202		0	0	0	0
Count Total	0	0	0	0	0	23	0	37	0	0	928	131	0	85	594	0	1,798		0	1	0	0
Peak Hour	0	0	0	0	0	22	0	36	0	0	520	120	0	72	287	0	1,057		0	0	0	0

ALL TRAFFIC DATA SERVICES
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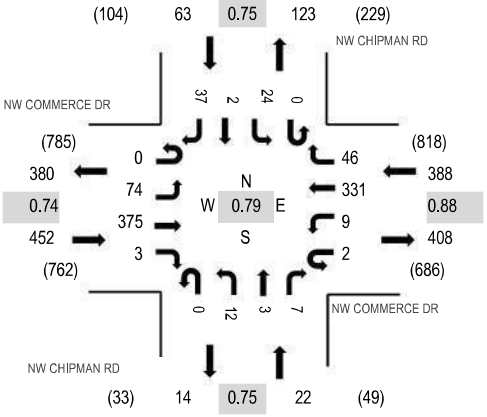
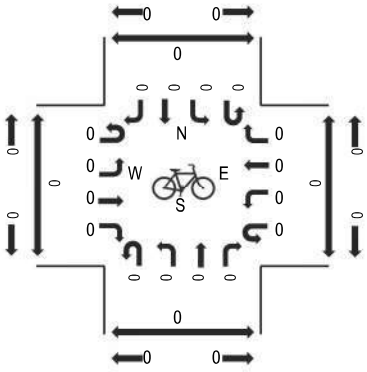
Location: 6 NW CHIPMAN RD & NW COMMERCE DR AM
Date: Thursday, December 4, 2025
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

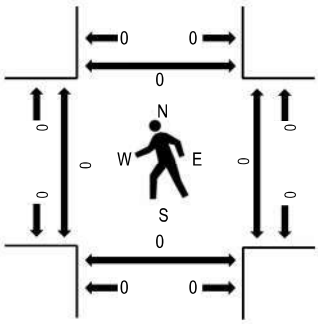
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW COMMERCE DR Eastbound				NW COMMERCE DR Westbound				NW CHIPMAN RD Northbound				NW CHIPMAN RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	52	0	0	2	72	8	0	4	0	2	0	1	2	5	155	808	0	0	1	0
7:15 AM	0	13	62	2	0	3	107	13	0	5	2	2	0	6	0	6	221	855	0	0	0	0
7:30 AM	0	10	55	0	0	4	93	10	0	4	1	1	0	6	1	6	191	838	0	0	0	0
7:45 AM	0	25	83	1	0	4	98	16	0	1	1	4	0	4	0	4	241	875	0	0	0	0
8:00 AM	0	12	84	1	1	1	72	13	0	3	0	3	0	3	1	8	202	925	0	0	0	0
8:15 AM	0	19	72	0	1	1	77	13	0	2	1	1	0	8	1	8	204		0	0	0	0
8:30 AM	0	18	94	0	0	4	78	6	0	5	0	2	0	10	0	11	228		0	0	0	0
8:45 AM	0	25	125	2	0	3	104	14	0	2	2	1	0	3	0	10	291		0	0	0	0
Count Total	0	129	627	6	2	22	701	93	0	26	7	16	0	41	5	58	1,733		0	0	1	0
Peak Hour	0	74	375	3	2	9	331	46	0	12	3	7	0	24	2	37	925		0	0	0	0

ALL TRAFFIC DATA SERVICES
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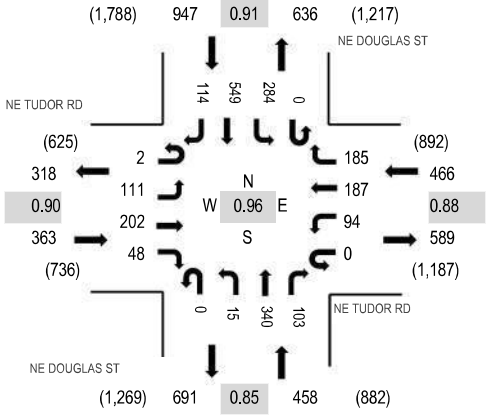
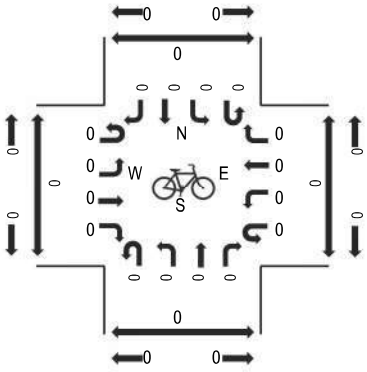
Location: 1 NE DOUGLAS ST & NE TUDOR RD PM
Date: Thursday, December 4, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

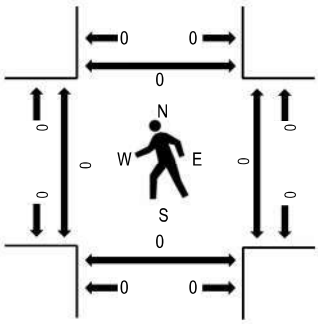
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE TUDOR RD Eastbound				NE TUDOR RD Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	33	56	10	0	29	50	46	0	12	86	22	0	55	138	19	557	2,207	1	0	2	0
4:15 PM	1	26	51	11	0	25	50	45	0	3	83	19	0	69	153	24	560	2,234	0	0	0	0
4:30 PM	1	32	51	16	0	23	32	35	0	1	70	22	0	69	162	30	544	2,208	0	0	0	0
4:45 PM	0	29	46	9	0	17	57	49	0	6	88	31	0	71	108	35	546	2,181	0	0	0	0
5:00 PM	0	24	54	12	0	29	48	56	0	5	99	31	0	75	126	25	584	2,091	0	0	0	0
5:15 PM	0	38	60	7	0	28	43	33	0	1	63	16	0	91	121	33	534		0	0	0	0
5:30 PM	0	28	53	6	0	22	47	40	0	5	81	32	0	70	103	30	517		0	0	0	0
5:45 PM	0	25	51	5	0	20	37	31	0	4	77	25	0	67	89	25	456		0	0	0	0
Count Total	3	235	422	76	0	193	364	335	0	37	647	198	0	567	1,000	221	4,298		1	0	2	0
Peak Hour	2	111	202	48	0	94	187	185	0	15	340	103	0	284	549	114	2,234		0	0	0	0

ALL TRAFFIC DATA SERVICES
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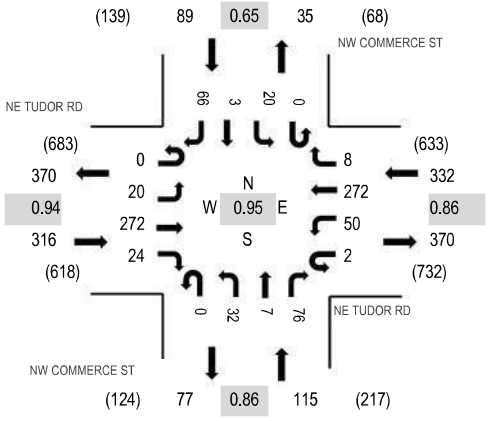
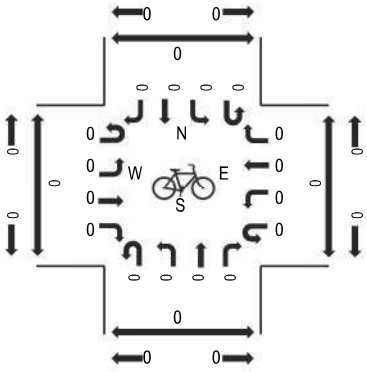
Location: 2 NW COMMERCE ST & NE TUDOR RD PM
Date: Thursday, December 4, 2025
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

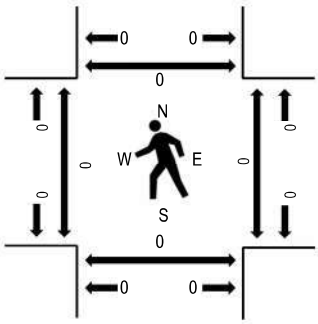
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NE TUDOR RD Eastbound				NE TUDOR RD Westbound				NW COMMERCE ST Northbound				NW COMMERCE ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	7	75	4	1	8	68	6	0	8	0	24	0	1	2	4	208	826	0	0	1	0
4:15 PM	0	4	69	5	0	10	66	3	0	3	1	16	0	3	1	8	189	837	0	0	0	0
4:30 PM	0	4	76	3	0	9	64	0	0	6	4	12	0	6	0	20	204	852	0	0	0	0
4:45 PM	0	7	64	7	1	29	66	2	0	11	0	24	0	4	0	10	225	849	0	0	0	0
5:00 PM	0	4	59	8	1	7	76	4	0	5	2	19	0	8	1	25	219	781	0	0	0	0
5:15 PM	0	5	73	6	0	5	66	2	0	10	1	21	0	2	2	11	204		0	0	0	0
5:30 PM	0	5	69	1	1	8	66	1	0	7	1	19	0	3	0	20	201		0	0	0	0
5:45 PM	0	4	58	1	0	7	55	1	0	3	0	20	0	3	0	5	157		0	0	0	0
Count Total	0	40	543	35	4	83	527	19	0	53	9	155	0	30	6	103	1,607		0	0	1	0
Peak Hour	0	20	272	24	2	50	272	8	0	32	7	76	0	20	3	66	852		0	0	0	0

ALL TRAFFIC DATA SERVICES
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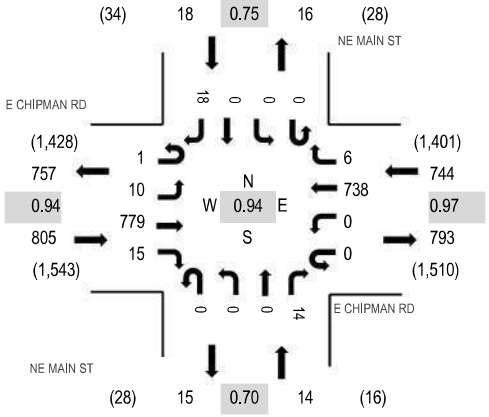
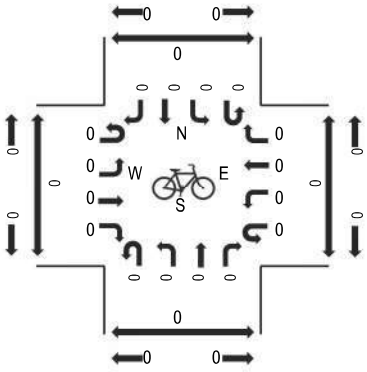
Location: 3 NE MAIN ST & E CHIPMAN RD PM
Date: Thursday, December 4, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

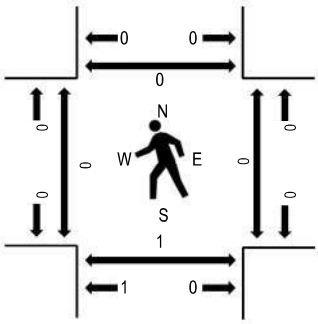
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CHIPMAN RD Eastbound				E CHIPMAN RD Westbound				NE MAIN ST Northbound				NE MAIN ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	196	4	0	0	181	2	0	0	0	0	0	0	0	4	389	1,579	0	0	0	0
4:15 PM	0	2	199	4	0	0	185	2	0	0	0	4	0	0	0	1	397	1,581	0	0	0	0
4:30 PM	0	2	179	5	0	0	180	0	0	0	0	5	0	0	0	2	373	1,530	0	0	0	0
4:45 PM	1	3	212	0	0	0	191	1	0	0	0	4	0	0	0	8	420	1,533	0	0	1	0
5:00 PM	0	3	189	6	0	0	182	3	0	0	0	1	0	0	0	7	391	1,415	0	0	0	0
5:15 PM	0	2	161	4	0	0	169	2	0	0	0	2	0	0	0	6	346		0	0	0	0
5:30 PM	1	2	194	2	0	0	172	2	0	0	0	0	0	0	0	3	376		0	0	0	0
5:45 PM	3	0	164	3	0	0	129	0	0	0	0	0	0	0	0	3	302		0	0	0	0
Count Total	5	16	1,494	28	0	0	1,389	12	0	0	0	16	0	0	0	34	2,994		0	0	1	0
Peak Hour	1	10	779	15	0	0	738	6	0	0	0	14	0	0	0	18	1,581		0	0	1	0

ALL TRAFFIC DATA SERVICES
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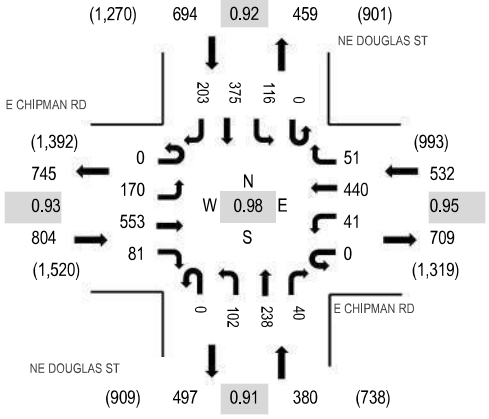
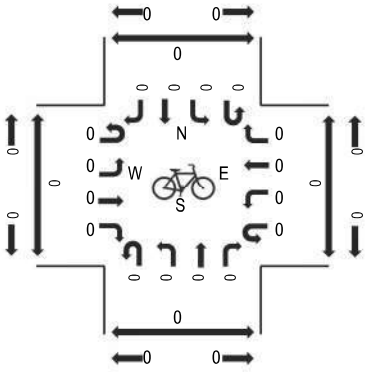
Location: 4 NE DOUGLAS ST & E CHIPMAN RD PM
Date: Thursday, December 4, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

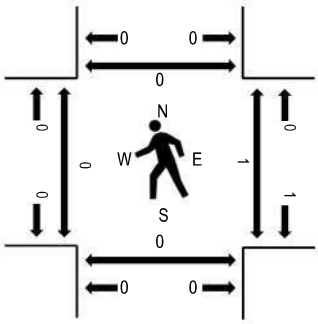
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E CHIPMAN RD Eastbound				E CHIPMAN RD Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	35	131	26	0	7	115	18	0	21	70	5	0	45	81	45	599	2,399	0	1	0	0
4:15 PM	0	46	154	12	0	10	108	11	0	24	45	13	0	26	109	55	613	2,410	0	0	0	0
4:30 PM	0	31	124	22	0	15	104	10	0	25	54	11	0	36	97	57	586	2,314	0	0	0	0
4:45 PM	0	45	149	23	0	6	117	13	0	25	65	10	0	30	71	47	601	2,271	0	1	0	0
5:00 PM	0	48	126	24	0	10	111	17	0	28	74	6	0	24	98	44	610	2,122	0	0	0	0
5:15 PM	0	22	109	27	0	2	93	15	0	29	56	3	0	25	91	45	517		0	0	0	0
5:30 PM	0	41	124	34	0	2	98	13	0	29	60	9	0	28	62	43	543		0	0	0	0
5:45 PM	0	42	107	18	0	3	80	15	0	19	55	2	0	22	59	30	452		0	0	0	0
Count Total	0	310	1,024	186	0	55	826	112	0	200	479	59	0	236	668	366	4,521		0	2	0	0
Peak Hour	0	170	553	81	0	41	440	51	0	102	238	40	0	116	375	203	2,410		0	1	0	0

ALL TRAFFIC DATA SERVICES
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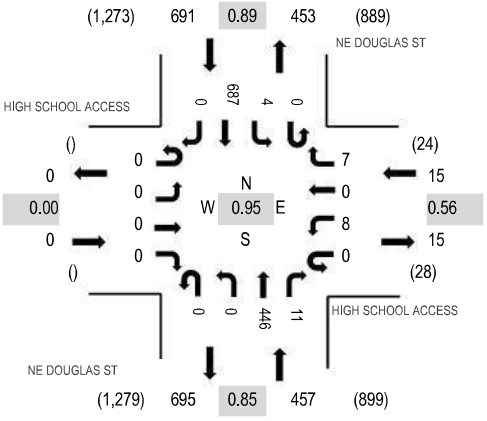
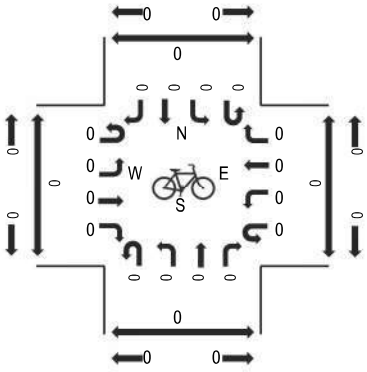
Location: 5 NE DOUGLAS ST & HIGH SCHOOL ACCESS PM
Date: Thursday, December 4, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

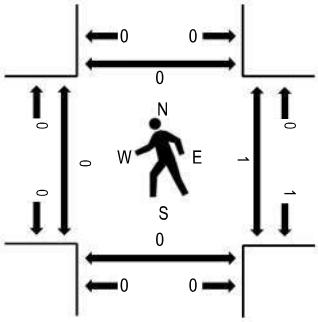
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

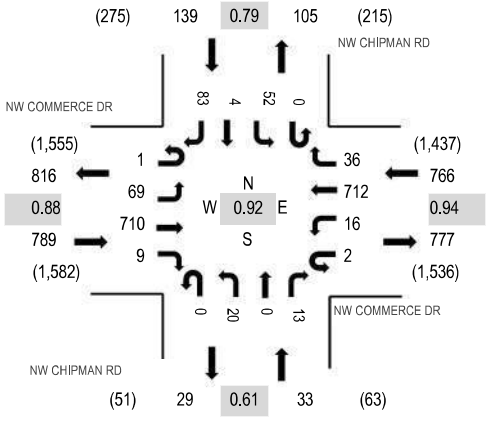
Traffic Counts - Motorized Vehicles

Interval Start Time	HIGH SCHOOL ACCESS Eastbound				HIGH SCHOOL ACCESS Westbound				NE DOUGLAS ST Northbound				NE DOUGLAS ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	2	0	1	0	0	123	2	0	0	175	0	303	1,160	0	1	0	0
4:15 PM	0	0	0	0	0	4	0	4	0	0	103	1	0	2	186	0	300	1,163	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	0	0	0	89	4	0	0	196	0	291	1,116	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	3	0	0	121	1	0	1	138	0	266	1,078	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	133	5	0	1	167	0	306	1,036	0	1	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	87	5	0	1	159	0	253		0	0	0	0
5:30 PM	0	0	0	0	0	3	0	2	0	0	114	2	0	2	130	0	253		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	108	1	0	0	115	0	224		0	0	0	0
Count Total	0	0	0	0	0	13	0	11	0	0	878	21	0	7	1,266	0	2,196		0	3	0	0
Peak Hour	0	0	0	0	0	8	0	7	0	0	446	11	0	4	687	0	1,163		0	1	0	0

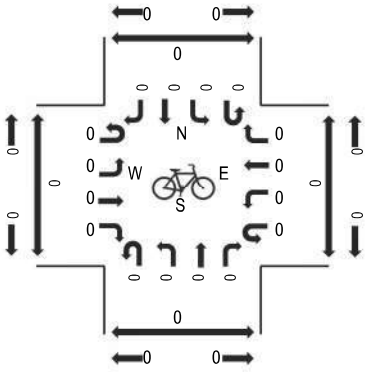
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 NW CHIPMAN RD & NW COMMERCE DR PM
Date: Thursday, December 4, 2025
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

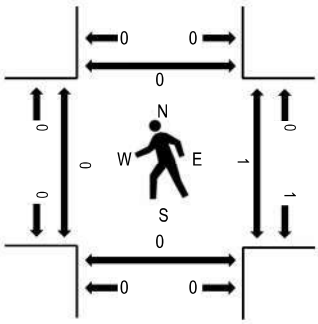
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NW COMMERCE DR Eastbound				NW COMMERCE DR Westbound				NW CHIPMAN RD Northbound				NW CHIPMAN RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	190	4	0	3	168	8	0	5	0	3	0	12	1	30	433	1,713	0	0	0	0
4:15 PM	0	17	180	2	0	3	181	6	0	2	0	2	0	9	0	16	418	1,727	0	0	0	0
4:30 PM	1	8	159	3	1	1	169	8	0	3	0	2	0	15	3	21	394	1,708	0	0	0	0
4:45 PM	0	26	200	2	0	4	187	12	0	7	0	1	0	8	0	21	468	1,727	0	1	0	0
5:00 PM	0	18	171	2	1	8	175	10	0	8	0	8	0	20	1	25	447	1,644	0	0	0	0
5:15 PM	0	17	169	3	1	2	162	6	0	5	0	2	0	14	1	17	399		0	0	0	0
5:30 PM	1	16	179	1	2	2	165	10	0	6	0	2	0	10	2	17	413		0	0	0	0
5:45 PM	0	34	169	1	0	0	132	10	0	7	0	0	0	6	2	24	385		0	0	0	0
Count Total	2	145	1,417	18	5	23	1,339	70	0	43	0	20	0	94	10	171	3,357		0	1	0	0
Peak Hour	1	69	710	9	2	16	712	36	0	20	0	13	0	52	4	83	1,727		0	1	0	0

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	20	272	24	50	272	8	32	7	76	20	3	66
Future Vol, veh/h	20	272	24	50	272	8	32	7	76	20	3	66
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	190	-	-	120	-	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	22	296	26	54	296	9	35	8	83	22	3	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	304	0	0	322	0	0	610	765	161	599	770	148
Stage 1	-	-	-	-	-	-	352	352	-	404	404	-
Stage 2	-	-	-	-	-	-	258	413	-	195	365	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1253	-	-	1235	-	-	378	332	856	385	330	872
Stage 1	-	-	-	-	-	-	638	630	-	594	597	-
Stage 2	-	-	-	-	-	-	724	592	-	788	622	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1235	-	-	323	312	856	319	310	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	312	-	319	310	-
Stage 1	-	-	-	-	-	-	627	619	-	568	571	-
Stage 2	-	-	-	-	-	-	632	566	-	691	611	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.5	1.22	13.53	12.13
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	547	1253	-	-	1235	-	-	601
HCM Lane V/C Ratio	0.229	0.017	-	-	0.044	-	-	0.161
HCM Ctrl Dly (s/v)	13.5	7.9	-	-	8	-	-	12.1
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	779	738	6	0	18
Future Vol, veh/h	10	779	738	6	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	847	802	7	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	809	0	-	0	-	404
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	813	-	-	-	0	596
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	813	-	-	-	-	596
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	11.25
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	813	-	-	-	596
HCM Lane V/C Ratio	0.013	-	-	-	0.033
HCM Ctrl Dly (s/v)	9.5	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	98	4	23	50	4	5	2	13	4	3	4
Future Vol, veh/h	2	98	4	23	50	4	5	2	13	4	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	107	4	25	54	4	5	2	14	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	111	0	0	219	222	109	218	222	57
Stage 1	-	-	-	-	-	-	113	113	-	107	107	-
Stage 2	-	-	-	-	-	-	106	109	-	112	115	-
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	1545	-	-	1479	-	-	737	677	945	738	677	1010
Stage 1	-	-	-	-	-	-	892	802	-	899	807	-
Stage 2	-	-	-	-	-	-	900	805	-	893	800	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1479	-	-	717	664	945	711	664	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	717	664	-	711	664	-
Stage 1	-	-	-	-	-	-	891	801	-	883	793	-
Stage 2	-	-	-	-	-	-	876	791	-	876	799	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	2.23	9.39	9.69
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	842	34	-	-	530	-	-	780
HCM Lane V/C Ratio	0.026	0.001	-	-	0.017	-	-	0.015
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	7	446	11	4	687
Future Vol, veh/h	8	7	446	11	4	687
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	9	8	485	12	4	747

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	873	248	0	0	497	0
Stage 1	491	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	290	752	-	-	1063	-
Stage 1	581	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	288	752	-	-	1063	-
Mov Cap-2 Maneuver	288	-	-	-	-	-
Stage 1	581	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.27	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	404	21	-
HCM Lane V/C Ratio	-	-	0.04	0.004	-
HCM Ctrl Dly (s/v)	-	-	14.3	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	136	20	12	263	152	77	372	22	54	154	101
Future Volume (veh/h)	111	136	20	12	263	152	77	372	22	54	154	101
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	148	22	13	286	165	84	404	24	59	167	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	149	1217	178	26	1144	510	506	1335	79	421	720	610
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Prop Arrive On Green	0.17	0.78	0.78	0.01	0.32	0.32	0.04	0.39	0.39	0.05	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.9	8.5	8.5	72.6	30.5	32.5	21.0	26.3	26.3	21.1	20.2	19.7
Ln Grp LOS	E	A	A	E	C	C	C	C	C	C	C	B
Approach Vol, veh/h		291			464			512			336	
Approach Delay, s/veh		29.5			32.4			25.4			20.2	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.3	52.0	6.8	51.9	10.1	51.2	15.1	43.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	4.8
Max Q Clear (g_c+I1), s	4.4	11.8	2.9	3.4	5.4	7.9	9.9	11.5
Green Ext Time (g_e), s	0.0	2.7	0.0	1.0	0.0	1.4	0.2	2.0
Prob of Phs Call (p_c)	0.86	1.00	0.35	1.00	0.94	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.01	0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3409		3111		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		202		455		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	59	0	13	0	84	0	121	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	2.4	0.0	0.9	0.0	3.4	0.0	7.9	0.0
Cycle Q Clear Time (g_c), s	2.4	0.0	0.9	0.0	3.4	0.0	7.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	960	0	0	0	1102	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.2	0.0	0.0	0.0	46.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	37.2	0.0	0.0	0.0	40.3	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.6	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	421	0	26	0	506	0	149	0
V/C Ratio (X)	0.14	0.00	0.50	0.00	0.17	0.00	0.81	0.00
Avail Cap (c_a), veh/h	446	0	134	0	534	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.9	0.0	58.7	0.0	20.8	0.0	49.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	13.9	0.0	0.2	0.0	9.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.1	0.0	72.6	0.0	21.0	0.0	58.9	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	0.4	0.0	1.4	0.0	3.2	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.5	0.0	1.4	0.0	3.7	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.06	0.00	0.11	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	210	0	83	0	167	0	286
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	9.8	0.0	1.4	0.0	5.9	0.0	7.1
Cycle Q Clear Time (g_c), s	0.0	9.8	0.0	1.4	0.0	5.9	0.0	7.1
Lane Grp Cap (c), veh/h	0	696	0	695	0	720	0	1144
V/C Ratio (X)	0.00	0.30	0.00	0.12	0.00	0.23	0.00	0.25
Avail Cap (c_a), veh/h	0	696	0	695	0	720	0	1144
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	8.1	0.0	19.4	0.0	30.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.4	0.0	0.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.3	0.0	8.5	0.0	20.2	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.5	0.0	2.5	0.0	3.1

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.6	0.0	2.7	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.03	0.00	0.06	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	218	0	87	0	110	0	165
Grp Sat Flow (s), veh/h/ln	0	1834	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	9.8	0.0	1.4	0.0	4.5	0.0	9.5
Cycle Q Clear Time (g_c), s	0.0	9.8	0.0	1.4	0.0	4.5	0.0	9.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	718	0	700	0	610	0	510
V/C Ratio (X)	0.00	0.30	0.00	0.12	0.00	0.18	0.00	0.32
Avail Cap (c_a), veh/h	0	718	0	700	0	610	0	510
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	8.1	0.0	19.1	0.0	30.8
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.4	0.0	0.6	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.3	0.0	8.5	0.0	19.7	0.0	32.5
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	0.5	0.0	1.6	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.5	0.0	0.6	0.0	1.7	0.0	3.9
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.03	0.00	0.24	0.00	0.49
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.1
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	81	27	82	190	184	79	364	102	217	258	110
Future Volume (veh/h)	45	81	27	82	190	184	79	364	102	217	258	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	88	29	89	207	200	86	396	111	236	280	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	149	460	205	298	271	242	696	2104	939	716	1526	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.06	0.15	0.15	0.08	1.00	1.00	0.07	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh	45.1	46.8	46.6	42.2	54.7	60.6	8.3	0.2	0.3	7.6	9.9	10.0
Ln Grp LOS	D	D	D	D	D	E	A	A	A	A	A	A
Approach Vol, veh/h		166			496			593			636	
Approach Delay, s/veh		46.3			54.8			1.4			9.1	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.1	75.6	11.3	20.0	9.2	79.5	8.5	22.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	7.9	2.0	7.1	4.7	4.3	8.0	4.8	16.7
Green Ext Time (g_e), s	0.7	3.1	0.1	0.6	0.0	2.7	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.95	1.00	0.94	1.00	0.80	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.37

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2443		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1021		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	236	0	89	0	86	0	49	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	5.9	0.0	5.1	0.0	2.3	0.0	2.8	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	5.1	0.0	2.3	0.0	2.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	892	0	1275	0	985	0	978	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	72.5	0.0	15.8	0.0	71.1	0.0	15.5	0.0
Perm LT Serve Time (g_u), s	71.1	0.0	12.9	0.0	69.0	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.2	0.0	0.2	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	716	0	298	0	696	0	149	0
V/C Ratio (X)	0.33	0.00	0.30	0.00	0.12	0.00	0.33	0.00
Avail Cap (c_a), veh/h	1056	0	353	0	722	0	320	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	7.3	0.0	41.6	0.0	8.2	0.0	43.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.1	0.0	1.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.6	0.0	42.2	0.0	8.3	0.0	45.1	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	2.3	0.0	0.8	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.2	0.0	2.3	0.0	0.8	0.0	1.3	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.39	0.00	0.14	0.00	0.20	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	396	0	88	0	202	0	207
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	2.7	0.0	5.8	0.0	13.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.7	0.0	5.8	0.0	13.4
Lane Grp Cap (c), veh/h	0	2104	0	460	0	1110	0	271
V/C Ratio (X)	0.00	0.19	0.00	0.19	0.00	0.18	0.00	0.76
Avail Cap (c_a), veh/h	0	2104	0	903	0	1110	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	46.6	0.0	9.5	0.0	48.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	0.0	0.4	0.0	5.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	46.8	0.0	9.9	0.0	54.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.2	0.0	2.2	0.0	5.9

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.2	0.0	2.3	0.0	6.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.09	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	111	0	29	0	198	0	200
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1687	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	1.9	0.0	6.0	0.0	14.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	1.9	0.0	6.0	0.0	14.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.61	0.00	1.00
Lane Grp Cap (c), veh/h	0	939	0	205	0	1053	0	242
V/C Ratio (X)	0.00	0.12	0.00	0.14	0.00	0.19	0.00	0.83
Avail Cap (c_a), veh/h	0	939	0	403	0	1053	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	46.3	0.0	9.6	0.0	49.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.4	0.0	11.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	46.6	0.0	10.0	0.0	60.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	2.2	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.8	0.0	2.3	0.0	6.6
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.14	0.00	0.08	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	117	41	95	267	28	8	4	27	4	4	9
Future Vol, veh/h	34	117	41	95	267	28	8	4	27	4	4	9
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	190	-	-	120	-	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	37	127	45	103	290	30	9	4	29	4	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	172	0	0	577	751	86	636	742	145
Stage 1	-	-	-	-	-	-	223	223	-	497	497	-
Stage 2	-	-	-	-	-	-	354	527	-	140	246	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1236	-	-	1403	-	-	400	338	956	362	342	876
Stage 1	-	-	-	-	-	-	759	718	-	524	543	-
Stage 2	-	-	-	-	-	-	636	526	-	849	702	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1236	-	-	1403	-	-	351	304	956	311	307	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	351	304	-	311	307	-
Stage 1	-	-	-	-	-	-	736	696	-	485	503	-
Stage 2	-	-	-	-	-	-	578	488	-	793	681	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.42	1.89	11.37	12.96
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	607	1236	-	-	1403	-	-	470
HCM Lane V/C Ratio	0.07	0.03	-	-	0.074	-	-	0.039
HCM Ctrl Dly (s/v)	11.4	8	-	-	7.8	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.2	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	375	3	9	331	46	12	3	7	24	2	37
Future Volume (veh/h)	74	375	3	9	331	46	12	3	7	24	2	37
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	408	3	10	360	50	13	3	8	26	2	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	103	2142	16	21	1715	236	259	66	139	185	30	248
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.02	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.7	11.6	11.6	73.9	0.5	0.5	32.2	0.0	0.0	33.5	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		491			420			24			68	
Approach Delay, s/veh		20.8			2.2			32.2			33.5	
Approach LOS		C			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	5.9	76.1		38.0	11.4	70.6
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		3.2	2.7	8.2		5.7	7.3	2.0
Green Ext Time (g_e), s		0.1	0.0	2.7		0.3	0.1	2.7
Prob of Phs Call (p_c)		1.00	0.28	1.00		1.00	0.93	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		773	1781			523	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		239		3616		108		3137

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		506		27		902		432

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	24	10	0	0	68	80	0
Grp Sat Flow (s), veh/h/ln	0	1518	1781	0	0	1534	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.5	5.3	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.7	0.0	0.0	3.7	5.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1386	0	0	0	1426	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1835	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.3	0.0	0.0	0.0	31.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.2	0.0	0.0	0.0	3.2	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	464	21	0	0	463	103	0
V/C Ratio (X)	0.00	0.05	0.48	0.00	0.00	0.15	0.78	0.00
Avail Cap (c_a), veh/h	0	464	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.2	0.0	0.0	32.9	55.8	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.7	0.0	0.0	0.7	12.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.9	0.0	0.0	33.5	67.7	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.3	0.0	0.0	1.5	2.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.4	0.0	0.0	1.6	2.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.11	0.00	0.00	0.17	0.77	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	200	0	0	0	203
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1053	0	0	0	971
V/C Ratio (X)	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	0	0	1053	0	0	0	971
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	211	0	0	0	207
Grp Sat Flow (s), veh/h/ln	0	0	0	1866	0	0	0	1793
Q Serve Time (g_s), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.01	0.00	0.59	0.00	0.24
Lane Grp Cap (c), veh/h	0	0	0	1105	0	0	0	980
V/C Ratio (X)	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	0	0	1105	0	0	0	980
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	384	395	20	0	15
Future Vol, veh/h	15	384	395	20	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	417	429	22	0	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	451	0	-	0	-	226
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1106	-	-	-	0	778
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1106	-	-	-	-	778
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	9.73
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1106	-	-	-	778
HCM Lane V/C Ratio	0.015	-	-	-	0.021
HCM Ctrl Dly (s/v)	8.3	-	-	-	9.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	4	138	8	23	50	4	5	2	7	2	3	4
Future Vol, veh/h	4	138	8	23	50	4	5	2	7	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	150	9	25	54	4	5	2	8	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	59	0	0	159	0	0	269	272	154	266	274	57
Stage 1	-	-	-	-	-	-	163	163	-	107	107	-
Stage 2	-	-	-	-	-	-	106	109	-	160	167	-
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	1545	-	-	1421	-	-	684	635	892	686	633	1010
Stage 1	-	-	-	-	-	-	839	763	-	899	807	-
Stage 2	-	-	-	-	-	-	900	805	-	842	760	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1545	-	-	1421	-	-	663	621	892	664	620	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	663	621	-	664	620	-
Stage 1	-	-	-	-	-	-	836	761	-	883	792	-
Stage 2	-	-	-	-	-	-	876	791	-	830	758	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.2	2.26	9.89	9.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	752	47	-	-	530	-	-	762
HCM Lane V/C Ratio	0.02	0.003	-	-	0.018	-	-	0.013
HCM Ctrl Dly (s/v)	9.9	7.3	0	-	7.6	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	36	520	120	72	287
Future Vol, veh/h	22	36	520	120	72	287
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	24	39	565	130	78	312

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	943	348	0	0	696	0
Stage 1	630	-	-	-	-	-
Stage 2	313	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	261	648	-	-	896	-
Stage 1	493	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	648	-	-	896	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	493	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16	0	2.36
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	390	722	-
HCM Lane V/C Ratio	-	-	0.162	0.087	-
HCM Ctrl Dly (s/v)	-	-	16	9.4	0.6
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

2027 INFORMATION

Supermarket — Douglas Street & Tudor Road

Lee's Summit, Missouri

2027 Phase 1

- AM Peak Calculations
- AM Background Traffic Synchro
- AM Total Traffic Synchro
- AM Total Traffic Synchro w/ Signal
- PM Peak Calculations
- PM Background Traffic Synchro
- PM Total Traffic Synchro
- PM Total Traffic Synchro w/ Signal

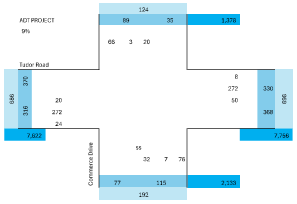
Prepared by:

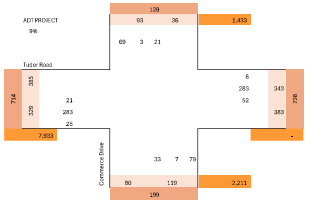
Traffic Engineering Consultants, Inc.

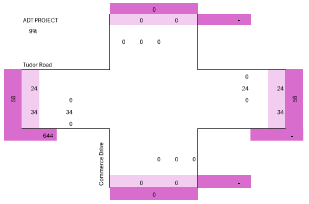
2027 PHASE 1 INFROMATION

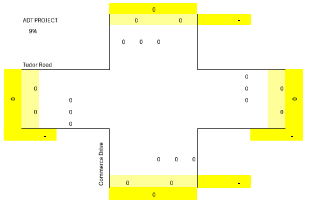
PHASE 1 - AM PEAK HOUR CALCULATIONS

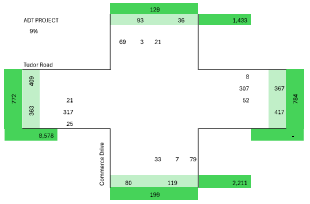
N/S	Commerce Drive			SITE TRIP AM PEAK HOUR						PASS BY AM PEAK HOUR						TOTAL
E/W	Tudor Road															
GR	2.0%			IN	224					IN	70					
YRS	2			OUT	162					OUT	71					
INT #	50200															
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL		DIR %	INV OUT	DIR %	INV OUT	TL		TOTAL TRAFFIC
EBL	20	1.04	21					0						0		21
EBT	272	1.04	283	15%	224			34						0		317
EBR	24	1.04	25					0						0		25
WBL	50	1.04	52					0						0		52
WBT	272	1.04	283	15%	162			24						0		307
WBR	8	1.04	8					0						0		8
NBL	32	1.04	33					0						0		33
NBT	7	1.04	7					0						0		7
NBR	76	1.04	79					0						0		79
SBL	20	1.04	21					0						0		21
SBT	3	1.04	3					0						0		3
SBR	66	1.04	69					0						0		69



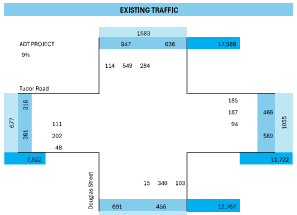


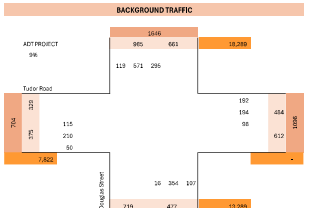


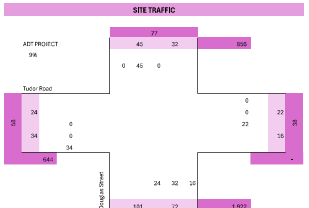


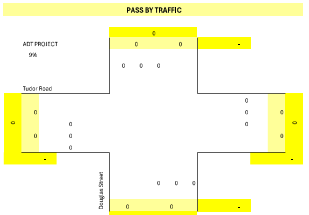


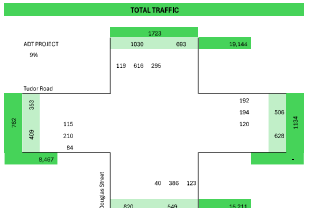
N/S	Douglas Street			SITE TRIP AM PEAK HOUR						PASS BY AM PEAK HOUR						TOTAL
E/W	Tudor Road															
GR	2.0%			IN	224					IN	70					
YRS	2			OUT	162					OUT	71					
INT #	60200															
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL		DIR %	INV OUT	DIR %	INV OUT	TL		TOTAL TRAFFIC
EBL	111	1.04	115					0						0		115
EBT	202	1.04	210					0						0		210
EBR	48	1.04	50	15%	224			34						0		84
WBL	94	1.04	98	10%	224			22						0		120
WBT	187	1.04	194					0						0		194
WBR	185	1.04	192					0						0		192
NBL	15	1.04	16	15%	162			24						0		40
NBT	340	1.04	354	20%	162			32						0		386
NBR	103	1.04	107	10%	162			16						0		123
SBL	284	1.04	295					0						0		295
SBT	549	1.04	571	20%	224			45						0		616
SBR	114	1.04	119					0						0		119



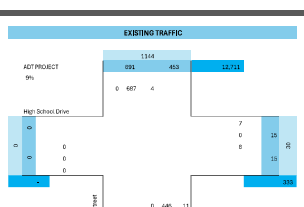


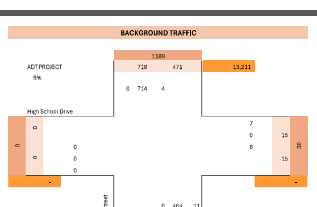


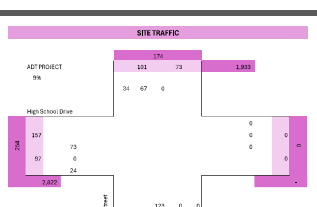


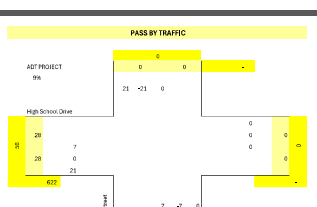


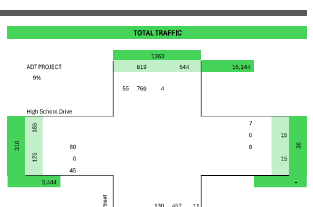
N/S	Douglas Street			SITE TRIP AM PEAK HOUR						PASS BY AM PEAK HOUR						TOTAL
E/W	High School Drive															
GR	2.0%			IN	224					IN	70					
YRS	2			OUT	162					OUT	71					
INT #	70700															
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL		DIR %	INV OUT	DIR %	INV OUT	TL		TOTAL TRAFFIC
EBL	0	1.04	0	45%	162			73		10%	71			7		80
EBT	0	1.04	0					0						0		0
EBR	0	1.04	0	15%	162			24		30%	71			21		45
WBL	8	1.04	8					0						0		8
WBT	0	1.04	0					0						0		0
WBR	7	1.04	7					0						0		7
NBL	0	1.04	0	55%	224			123		10%	70			7		130
NBT	446	1.04	464					0		-10%	70			-7		457
NBR	11	1.04	11					0						0		11
SBL	4	1.04	4					0						0		4
SBT	687	1.04	714	30%	224			67		-30%	70			-21		760
SBR		1.04	0	15%	224			34		30%	70			21		55





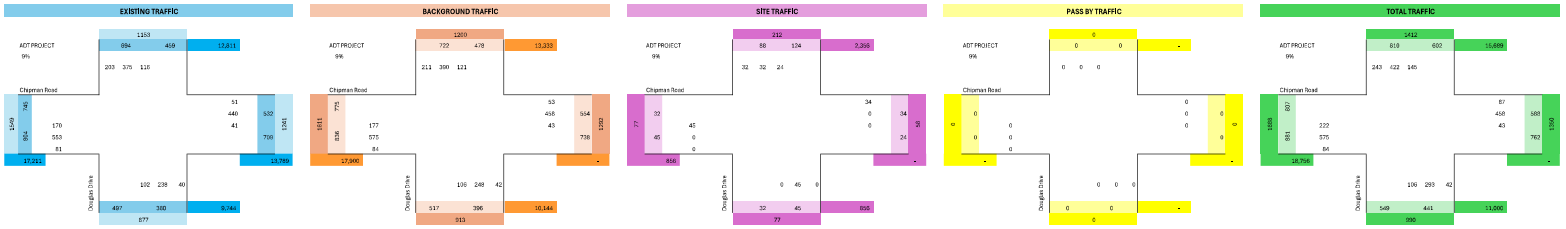






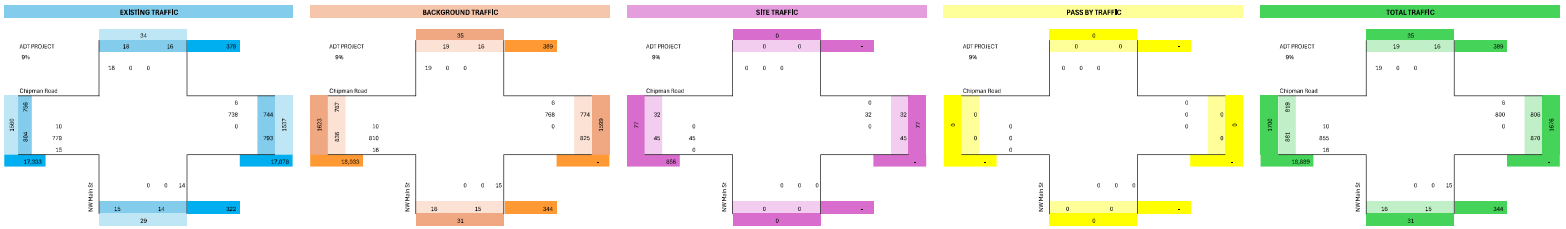
N/S	Douglas Drive	SITE TRIP AM PEAK HOUR		PASS BY AM PEAK HOUR		TOTAL
E/W	Chipman Road					
GR	2.0%	IN	224	IN	70	
YRS	2	OUT	162	OUT	71	
INT #	80200					

MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	170	1.04	177	20%	224			45					0	222
EBT	553	1.04	575					0					0	575
EBR	81	1.04	84					0					0	84
WBL	41	1.04	43					0					0	43
WBT	440	1.04	458		224			0					0	458
WBR	51	1.04	53	15%	224			34					0	87
NBL	102	1.04	106		224			0					0	106
NBT	238	1.04	248	20%	224			45					0	293
NBR	40	1.04	42					0					0	42
SBL	116	1.04	121	15%	162			24					0	145
SBT	375	1.04	390	20%	162			32					0	422
SBR	203	1.04	211	20%	162			32					0	243



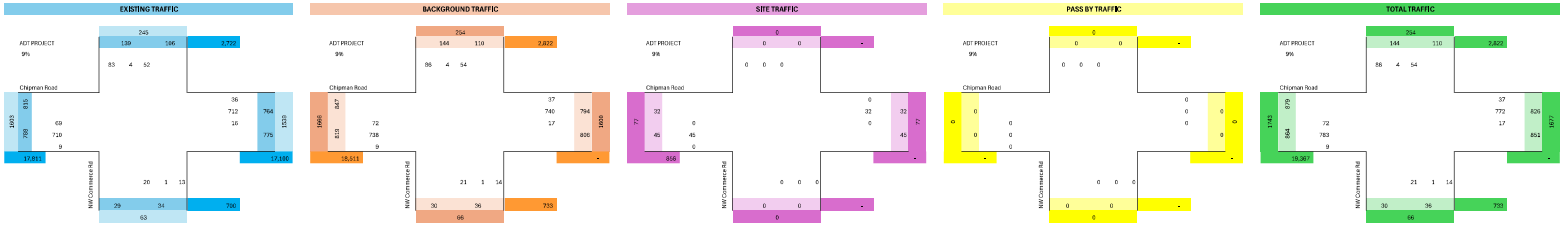
N/S	NW Main St	SITE TRIP AM PEAK HOUR		PASS BY AM PEAK HOUR		TOTAL
E/W	Chipman Road					
GR	2.0%	IN	224	IN	70	
YRS	2	OUT	162	OUT	71	
INT #	90200					

MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	10	1.04	10					0					0	10
EBT	779	1.04	810	20%	224			45					0	855
EBR	15	1.04	16					0					0	16
WBL		1.04	0					0					0	0
WBT	738	1.04	768	20%	162			32					0	800
WBR	6	1.04	6					0					0	6
NBL		1.04	0					0					0	0
NBT		1.04	0					0					0	0
NBR	14	1.04	15					0					0	15
SBL		1.04	0					0					0	0
SBT		1.04	0					0					0	0
SBR	18	1.04	19					0					0	19



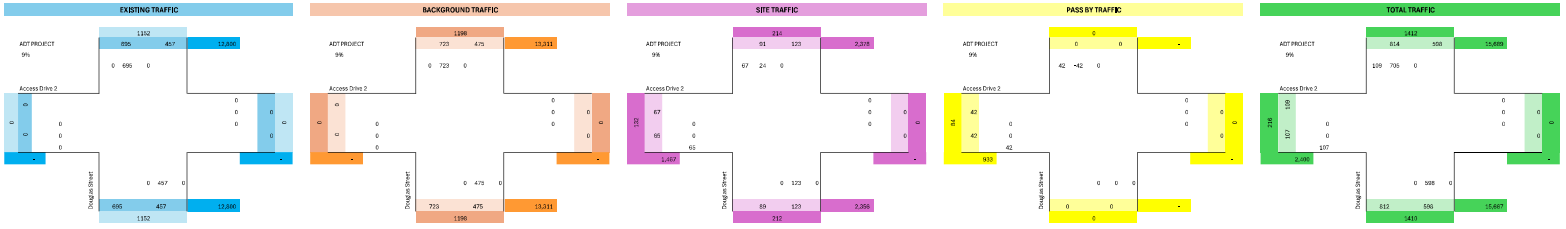
N/S	NW Commerce Rd	SITE TRIP AM PEAK HOUR		PASS BY AM PEAK HOUR		TOTAL
E/W	Chipman Road					
GR	2.0%	IN	224	IN	70	
YRS	2	OUT	162	OUT	71	
INT #	100200					

MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	69	1.04	72					0					0	72
EBT	710	1.04	738	20%	224			45					0	783
EBR	9	1.04	9					0					0	9
WBL	16	1.04	17					0					0	17
WBT	712	1.04	740	20%	162			32					0	772
WBR	36	1.04	37					0					0	37
NBL	20	1.04	21					0					0	21
NBT	1	1.04	1					0					0	1
NBR	13	1.04	14					0					0	14
SBL	52	1.04	54					0					0	54
SBT	4	1.04	4					0					0	4
SBR	83	1.04	86					0					0	86



N/S	Douglas Street	SITE TRIP AM PEAK HOUR		PASS BY AM PEAK HOUR		TOTAL
E/W	Access Drive 2					
GR	2.0%	IN	224	IN	70	
YRS	2	OUT	162	OUT	71	
INT #	10200					

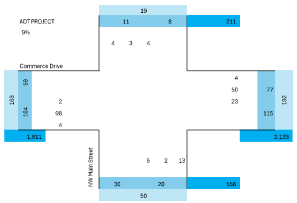
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL		1.04	0					0					0	0
EBT		1.04	0					0					0	0
EBR		1.04	0	40%	162			65	60%	71			42	107
WBL		1.04	0					0					0	0
WBT		1.04	0					0					0	0
WBR		1.04	0					0					0	0
NBL		1.04	0					0					0	0
NBT	457	1.04	475	55%	224			123					0	598
NBR		1.04	0					0					0	0
SBL		1.04	0					0					0	0
SBT	695	1.04	723	15%	162			24	-60%	70			-42	705
SBR		1.04	0	30%	224			67	60%	70			42	109



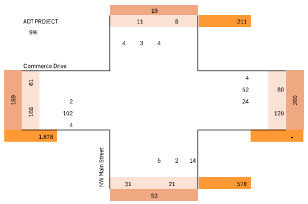
N/S	NW Main Street	SITE TRIP AM PEAK HOUR		PASS BY AM PEAK HOUR		TOTAL
E/W	Commerce Drive					
GR	2.0%	IN	224	IN	70	
YRS	2	OUT	162	OUT	71	
INT #	110200					

MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	2	1.04	2					0					0	2
EBT	98	1.04	102					0					0	102
EBR	4	1.04	4					0					0	4
WBL	23	1.04	24					0					0	24
WBT	50	1.04	52					0					0	52
WBR	4	1.04	4					0					0	4
NBL	5	1.04	5					0					0	5
NBT	2	1.04	2					0					0	2
NBR	13	1.04	14					0					0	14
SBL	4	1.04	4					0					0	4
SBT	3	1.04	3					0					0	3
SBR	4	1.04	4					0					0	4

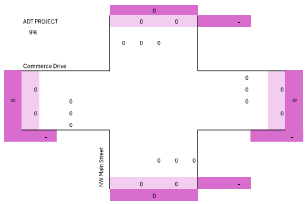
EXISTING TRAFFIC



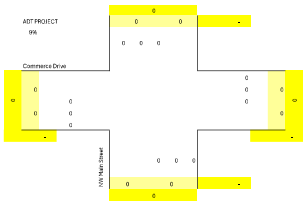
BACKGROUND TRAFFIC



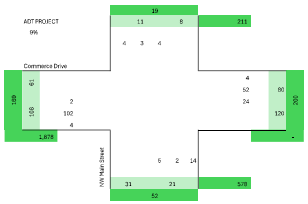
SITE TRAFFIC



PASS BY TRAFFIC



TOTAL TRAFFIC



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	575	84	43	458	53	106	248	42	121	390	211
Future Volume (veh/h)	177	575	84	43	458	53	106	248	42	121	390	211
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	192	625	91	47	498	58	115	270	46	132	424	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	219	1113	162	61	955	426	304	1192	200	502	725	614
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Prop Arrive On Green	0.25	0.72	0.72	0.03	0.27	0.27	0.05	0.39	0.39	0.03	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.5	16.2	16.2	76.2	39.3	34.0	23.5	25.1	25.2	21.3	39.4	34.2
Ln Grp LOS	E	B	B	E	D	C	C	C	C	C	D	C
Approach Vol, veh/h		908			603			431			785	
Approach Delay, s/veh		25.5			41.7			24.7			34.9	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	52.0	9.1	47.9	11.5	51.5	19.7	37.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	5.1
Max Q Clear (g_c+I1), s	7.4	9.2	5.1	13.5	6.6	25.7	14.4	16.3
Green Ext Time (g_e), s	0.0	2.0	0.0	4.8	0.0	3.4	0.3	2.3
Prob of Phs Call (p_c)	0.99	1.00	0.79	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.93	0.00	1.00	0.00	0.05	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3043		3113		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		512		453		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	132	0	47	0	115	0	192	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	5.4	0.0	3.1	0.0	4.6	0.0	12.4	0.0
Cycle Q Clear Time (g_c), s	5.4	0.0	3.1	0.0	4.6	0.0	12.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1064	0	0	0	779	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.5	0.0	0.0	0.0	46.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	39.8	0.0	0.0	0.0	22.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	0.0	4.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	502	0	61	0	304	0	219	0
V/C Ratio (X)	0.26	0.00	0.78	0.00	0.38	0.00	0.88	0.00
Avail Cap (c_a), veh/h	502	0	134	0	312	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.1	0.0	57.5	0.0	22.8	0.0	44.4	0.0
Incr Delay (d2), s/veh	0.3	0.0	18.7	0.0	0.8	0.0	16.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.3	0.0	76.2	0.0	23.5	0.0	60.5	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	1.4	0.0	1.9	0.0	4.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.1	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.3	0.0	1.7	0.0	2.0	0.0	5.8	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.22	0.00	0.15	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	156	0	356	0	424	0	498
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	7.0	0.0	11.4	0.0	23.7	0.0	14.3
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	11.4	0.0	23.7	0.0	14.3
Lane Grp Cap (c), veh/h	0	696	0	635	0	725	0	955
V/C Ratio (X)	0.00	0.22	0.00	0.56	0.00	0.58	0.00	0.52
Avail Cap (c_a), veh/h	0	696	0	635	0	725	0	955
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.3	0.0	12.6	0.0	36.0	0.0	37.3
Incr Delay (d2), s/veh	0.0	0.7	0.0	3.6	0.0	3.4	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.1	0.0	16.2	0.0	39.4	0.0	39.3
1st-Term Q (Q1), veh/ln	0.0	3.0	0.0	3.2	0.0	11.4	0.0	6.2

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.6	0.0	0.7	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	3.8	0.0	12.1	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.21	0.00	0.29	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	160	0	360	0	229	0	58
Grp Sat Flow (s), veh/h/ln	0	1778	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.2	0.0	11.5	0.0	14.2	0.0	3.3
Cycle Q Clear Time (g_c), s	0.0	7.2	0.0	11.5	0.0	14.2	0.0	3.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	696	0	640	0	614	0	426
V/C Ratio (X)	0.00	0.23	0.00	0.56	0.00	0.37	0.00	0.14
Avail Cap (c_a), veh/h	0	696	0	640	0	614	0	426
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	12.6	0.0	32.5	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.6	0.0	1.7	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	16.2	0.0	34.2	0.0	34.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	3.2	0.0	5.8	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.6	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	3.9	0.0	6.1	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.21	0.00	0.85	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	210	50	98	194	192	16	354	107	295	571	119
Future Volume (veh/h)	115	210	50	98	194	192	16	354	107	295	571	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	228	54	107	211	209	17	385	116	321	621	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	222	596	266	297	281	250	442	1822	813	707	1756	364
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.17	0.17	0.06	0.16	0.16	0.04	1.00	1.00	0.10	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.4	44.8	43.4	39.4	54.0	61.6	13.2	0.3	0.4	10.3	13.1	13.2
Ln Grp LOS	D	D	D	D	D	E	B	A	A	B	B	B
Approach Vol, veh/h		407			527			518			1071	
Approach Delay, s/veh		43.6			54.0			0.7			12.3	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.1	66.0	12.3	24.6	6.7	76.4	13.5	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	5.0	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	11.7	2.0	8.0	8.8	2.5	15.0	9.0	17.3
Green Ext Time (g_e), s	0.9	3.1	0.1	1.5	0.0	5.5	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.97	1.00	0.43	1.00	0.98	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	0.76	0.00	0.07	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2930		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		608		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	321	0	107	0	17	0	125	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	9.7	0.0	6.0	0.0	0.5	0.0	7.0	0.0
Cycle Q Clear Time (g_c), s	9.7	0.0	6.0	0.0	0.5	0.0	7.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	897	0	1097	0	712	0	967	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	63.5	0.0	19.0	0.0	61.5	0.0	19.0	0.0
Perm LT Serve Time (g_u), s	61.5	0.0	13.3	0.0	59.0	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	1.1	0.0	0.6	0.0	0.1	0.0	2.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	707	0	297	0	442	0	222	0
V/C Ratio (X)	0.45	0.00	0.36	0.00	0.04	0.00	0.56	0.00
Avail Cap (c_a), veh/h	988	0	337	0	506	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	9.8	0.0	38.7	0.0	13.1	0.0	39.1	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.0	0.0	0.0	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
Control Delay (d), s/veh	10.3	0.0	39.4	0.0	13.2	0.0	41.4	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	2.6	0.0	0.2	0.0	3.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	2.7	0.0	0.2	0.0	3.2	0.0
%ile Storage Ratio (RQ%)	0.27	0.00	0.45	0.00	0.04	0.00	0.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	385	0	228	0	376	0	211
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	6.8	0.0	12.9	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.8	0.0	12.9	0.0	13.6
Lane Grp Cap (c), veh/h	0	1822	0	596	0	1065	0	281
V/C Ratio (X)	0.00	0.21	0.00	0.38	0.00	0.35	0.00	0.75
Avail Cap (c_a), veh/h	0	1822	0	903	0	1065	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	44.4	0.0	12.2	0.0	48.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.0	0.9	0.0	5.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	44.8	0.0	13.1	0.0	54.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.0	0.0	5.0	0.0	6.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.1	0.0	5.3	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.19	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	116	0	54	0	374	0	209
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1761	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	3.5	0.0	13.0	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.5	0.0	13.0	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.35	0.00	1.00
Lane Grp Cap (c), veh/h	0	813	0	266	0	1056	0	250
V/C Ratio (X)	0.00	0.14	0.00	0.20	0.00	0.35	0.00	0.83
Avail Cap (c_a), veh/h	0	813	0	403	0	1056	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	43.0	0.0	12.2	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.4	0.0	0.9	0.0	12.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	43.4	0.0	13.2	0.0	61.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.4	0.0	5.0	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.4	0.0	5.2	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.26	0.00	0.19	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	23.7
HCM 7th LOS	C

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	21	283	25	52	283	8	33	7	79	21	3	69
Future Vol, veh/h	21	283	25	52	283	8	33	7	79	21	3	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	120	-	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	23	308	27	57	308	9	36	8	86	23	3	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	316	0	0	335	0	0	635	796	167	624	801	154
Stage 1	-	-	-	-	-	-	367	367	-	421	421	-
Stage 2	-	-	-	-	-	-	268	429	-	203	380	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1241	-	-	1221	-	-	363	318	847	370	316	865
Stage 1	-	-	-	-	-	-	625	621	-	581	587	-
Stage 2	-	-	-	-	-	-	714	582	-	780	612	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1241	-	-	1221	-	-	307	298	847	304	296	865
Mov Cap-2 Maneuver	-	-	-	-	-	-	307	298	-	304	296	-
Stage 1	-	-	-	-	-	-	614	609	-	554	560	-
Stage 2	-	-	-	-	-	-	618	555	-	679	601	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	1.23	13.95	12.44
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	531	1241	-	-	1221	-	-	585
HCM Lane V/C Ratio	0.244	0.018	-	-	0.046	-	-	0.173
HCM Ctrl Dly (s/v)	14	8	-	-	8.1	-	-	12.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	738	9	17	740	37	21	1	14	54	4	86
Future Volume (veh/h)	72	738	9	17	740	37	21	1	14	54	4	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	802	10	18	804	40	23	1	15	59	4	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	100	2104	26	33	1887	94	262	22	148	183	28	251
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.04	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.0	14.3	14.3	70.0	1.4	1.3	32.7	0.0	0.0	36.9	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			D		
Approach Vol, veh/h		890			862			39			156	
Approach Delay, s/veh		19.0			2.8			32.7			36.9	
Approach LOS		B			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.8	75.2		38.0	11.3	70.7
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.5	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		4.2	3.2	16.3		11.6	7.2	2.0
Green Ext Time (g_e), s		0.2	0.0	6.1		0.8	0.1	6.5
Prob of Phs Call (p_c)		1.00	0.45	1.00		1.00	0.93	1.00
Prob of Max Out (p_x)		0.00	0.01	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		779	1781			516	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		79		3594		103		3445

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		537		45		913		171

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	39	18	0	0	156	78	0
Grp Sat Flow (s), veh/h/ln	0	1395	1781	0	0	1531	1781	0
Q Serve Time (g_s), s	0.0	0.0	1.2	0.0	0.0	6.3	5.2	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	1.2	0.0	0.0	9.6	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1319	0	0	0	1419	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1299	0	0	0	1836	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	23.4	0.0	0.0	0.0	30.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Time to First Blk (g_f), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.59	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	431	33	0	0	462	100	0
V/C Ratio (X)	0.00	0.09	0.54	0.00	0.00	0.34	0.78	0.00
Avail Cap (c_a), veh/h	0	431	141	0	0	462	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	57.2	0.0	0.0	34.9	55.9	0.0
Incr Delay (d2), s/veh	0.0	0.4	12.7	0.0	0.0	2.0	12.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	70.0	0.0	0.0	36.9	68.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.5	0.0	0.0	3.7	2.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.6	0.0	0.0	3.9	2.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.18	0.00	0.00	0.43	0.75	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	396	0	0	0	415
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1040	0	0	0	974
V/C Ratio (X)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.43
Avail Cap (c_a), veh/h	0	0	0	1040	0	0	0	974
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.3	0.0	0.0	0.0	1.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.6	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	416	0	0	0	429
Grp Sat Flow (s), veh/h/ln	0	0	0	1862	0	0	0	1840
Q Serve Time (g_s), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	0.02	0.00	0.60	0.00	0.09
Lane Grp Cap (c), veh/h	0	0	0	1090	0	0	0	1008
V/C Ratio (X)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.43
Avail Cap (c_a), veh/h	0	0	0	1090	0	0	0	1008
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.3	0.0	0.0	0.0	1.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	810	768	6	0	19
Future Vol, veh/h	10	810	768	6	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	880	835	7	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	841	0	-	0	-	421
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	790	-	-	-	0	581
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	790	-	-	-	-	581
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	11.42
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	790	-	-	-	581
HCM Lane V/C Ratio	0.014	-	-	-	0.036
HCM Ctrl Dly (s/v)	9.6	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	4
Future Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	111	4	26	57	4	5	2	15	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	115	0	0	228	230	113	227	230	59
Stage 1	-	-	-	-	-	-	117	117	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	116	120	-
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	1542	-	-	1474	-	-	728	669	940	728	669	1007
Stage 1	-	-	-	-	-	-	887	798	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	888	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1474	-	-	707	656	940	700	656	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	656	-	700	656	-
Stage 1	-	-	-	-	-	-	886	797	-	878	789	-
Stage 2	-	-	-	-	-	-	871	787	-	870	796	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	2.25	9.41	9.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	33	-	-	532	-	-	771
HCM Lane V/C Ratio	0.027	0.001	-	-	0.018	-	-	0.015
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	7	464	11	4	714
Future Vol, veh/h	8	7	464	11	4	714
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	9	8	504	12	4	776

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	907	258	0	0	516	0
Stage 1	510	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	275	741	-	-	1046	-
Stage 1	568	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	274	741	-	-	1046	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	645	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.69	0	0.09
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	388	20	-
HCM Lane V/C Ratio	-	-	0.042	0.004	-
HCM Ctrl Dly (s/v)	-	-	14.7	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	575	84	43	458	90	106	297	42	148	426	247
Future Volume (veh/h)	226	575	84	43	458	90	106	297	42	148	426	247
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	625	91	47	498	98	115	323	46	161	463	268
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	267	1113	162	61	859	383	278	1225	173	474	725	614
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Prop Arrive On Green	0.30	0.72	0.72	0.03	0.24	0.24	0.05	0.39	0.39	0.03	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	76.0	16.2	16.2	76.0	43.0	38.4	24.4	25.7	25.7	22.5	41.2	35.7
Ln Grp LOS	E	B	B	E	D	D	C	C	C	C	D	D
Approach Vol, veh/h		962			643			484			892	
Approach Delay, s/veh		31.5			44.7			25.4			36.2	
Approach LOS		C			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	52.0	9.1	47.9	11.5	51.5	23.0	34.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	12.0	35.0	7.0	46.0	18.0	29.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	5.0
Max Q Clear (g_c+I1), s	8.0	10.5	5.1	13.5	6.6	28.4	18.0	16.8
Green Ext Time (g_e), s	0.0	2.4	0.0	4.6	0.0	3.7	0.0	2.9
Prob of Phs Call (p_c)	1.00	1.00	0.79	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.02	0.00	1.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3127		3113		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		441		453		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	161	0	47	0	115	0	246	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	3.1	0.0	4.6	0.0	16.0	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	3.1	0.0	4.6	0.0	16.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1013	0	0	0	725	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.5	0.0	0.0	0.0	46.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	38.5	0.0	0.0	0.0	20.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.7	0.0	0.0	0.0	5.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	474	0	61	0	278	0	267	0
V/C Ratio (X)	0.34	0.00	0.77	0.00	0.41	0.00	0.92	0.00
Avail Cap (c_a), veh/h	474	0	178	0	286	0	267	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	22.0	0.0	57.5	0.0	23.4	0.0	41.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	18.5	0.0	1.0	0.0	34.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	22.5	0.0	76.0	0.0	24.4	0.0	76.0	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	1.4	0.0	1.9	0.0	6.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.1	0.0	2.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.9	0.0	1.7	0.0	2.0	0.0	8.5	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.22	0.00	0.15	0.00	0.64	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	182	0	356	0	463	0	498
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	8.3	0.0	11.4	0.0	26.4	0.0	14.8
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	11.4	0.0	26.4	0.0	14.8
Lane Grp Cap (c), veh/h	0	696	0	635	0	725	0	859
V/C Ratio (X)	0.00	0.26	0.00	0.56	0.00	0.64	0.00	0.58
Avail Cap (c_a), veh/h	0	696	0	635	0	725	0	859
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.7	0.0	12.6	0.0	37.0	0.0	40.1
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.6	0.0	4.3	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	16.2	0.0	41.2	0.0	43.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	3.2	0.0	12.6	0.0	6.5

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.9	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	3.8	0.0	13.5	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.21	0.00	0.55	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	360	0	268	0	98
Grp Sat Flow (s), veh/h/ln	0	1791	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	8.5	0.0	11.5	0.0	16.9	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	11.5	0.0	16.9	0.0	6.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	701	0	640	0	614	0	383
V/C Ratio (X)	0.00	0.27	0.00	0.56	0.00	0.44	0.00	0.26
Avail Cap (c_a), veh/h	0	701	0	640	0	614	0	383
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.8	0.0	12.6	0.0	33.5	0.0	36.8
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.6	0.0	2.2	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	16.2	0.0	35.7	0.0	38.4
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	3.2	0.0	6.9	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.4	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	3.9	0.0	7.3	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.21	0.00	1.02	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.7
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	210	87	123	194	192	43	390	125	295	620	119
Future Volume (veh/h)	115	210	87	123	194	192	43	390	125	295	620	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	228	95	134	211	209	47	424	136	321	674	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	222	549	245	302	281	250	432	1821	812	682	1739	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.15	0.15	0.08	0.16	0.16	0.07	1.00	1.00	0.10	0.58	0.58
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.6	46.3	46.6	39.4	54.0	61.6	12.6	0.3	0.4	10.3	14.5	14.5
Ln Grp LOS	D	D	D	D	D	E	B	A	A	B	B	B
Approach Vol, veh/h		448			554			607			1124	
Approach Delay, s/veh		45.1			53.3			1.3			13.3	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.1	66.0	13.9	23.0	8.5	74.6	13.5	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	11.7	2.0	9.5	9.0	3.5	16.6	9.0	17.3
Green Ext Time (g_e), s	0.9	3.4	0.0	1.7	0.0	6.0	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.79	1.00	0.98	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.07	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2976		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		569		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	321	0	134	0	47	0	125	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	9.7	0.0	7.5	0.0	1.5	0.0	7.0	0.0
Cycle Q Clear Time (g_c), s	9.7	0.0	7.5	0.0	1.5	0.0	7.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	850	0	1057	0	678	0	967	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	63.5	0.0	18.5	0.0	61.5	0.0	18.5	0.0
Perm LT Serve Time (g_u), s	61.5	0.0	11.6	0.0	55.5	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	1.2	0.0	1.0	0.0	0.4	0.0	2.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	682	0	302	0	432	0	222	0
V/C Ratio (X)	0.47	0.00	0.44	0.00	0.11	0.00	0.56	0.00
Avail Cap (c_a), veh/h	963	0	318	0	470	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	9.8	0.0	38.4	0.0	12.5	0.0	39.4	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.0	0.0	0.1	0.0	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
Control Delay (d), s/veh	10.3	0.0	39.4	0.0	12.6	0.0	41.6	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	3.3	0.0	0.6	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	3.4	0.0	0.6	0.0	3.2	0.0
%ile Storage Ratio (RQ%)	0.27	0.00	0.57	0.00	0.10	0.00	0.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	424	0	228	0	402	0	211
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	7.0	0.0	14.6	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.0	0.0	14.6	0.0	13.6
Lane Grp Cap (c), veh/h	0	1821	0	549	0	1038	0	281
V/C Ratio (X)	0.00	0.23	0.00	0.42	0.00	0.39	0.00	0.75
Avail Cap (c_a), veh/h	0	1821	0	903	0	1038	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.8	0.0	13.4	0.0	48.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	1.1	0.0	5.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	46.3	0.0	14.5	0.0	54.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.1	0.0	5.7	0.0	6.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.1	0.0	6.0	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.22	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	136	0	95	0	401	0	209
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1768	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	14.6	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	14.6	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.32	0.00	1.00
Lane Grp Cap (c), veh/h	0	812	0	245	0	1033	0	250
V/C Ratio (X)	0.00	0.17	0.00	0.39	0.00	0.39	0.00	0.83
Avail Cap (c_a), veh/h	0	812	0	403	0	1033	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.6	0.0	13.4	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.0	0.0	1.1	0.0	12.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	46.6	0.0	14.5	0.0	61.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.6	0.0	5.7	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	2.6	0.0	6.0	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.48	0.00	0.22	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

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	21	320	25	52	310	8	33	7	79	21	3	69
Future Vol, veh/h	21	320	25	52	310	8	33	7	79	21	3	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	120	-	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	23	348	27	57	337	9	36	8	86	23	3	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	375	0	0	690	866	188	673	871	168
Stage 1	-	-	-	-	-	-	407	407	-	450	450	-
Stage 2	-	-	-	-	-	-	283	459	-	223	421	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1210	-	-	1180	-	-	331	290	823	341	288	846
Stage 1	-	-	-	-	-	-	592	596	-	558	570	-
Stage 2	-	-	-	-	-	-	700	565	-	759	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1180	-	-	279	271	823	278	269	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	271	-	278	269	-
Stage 1	-	-	-	-	-	-	581	584	-	531	543	-
Stage 2	-	-	-	-	-	-	604	538	-	658	576	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.46	1.15	14.82	12.97
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	1210	-	-	1180	-	-	552
HCM Lane V/C Ratio	0.261	0.019	-	-	0.048	-	-	0.183
HCM Ctrl Dly (s/v)	14.8	8	-	-	8.2	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.2	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	787	9	17	776	37	21	1	14	54	4	86
Future Volume (veh/h)	72	787	9	17	776	37	21	1	14	54	4	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	855	10	18	843	40	23	1	15	59	4	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	100	2106	25	33	1892	90	262	22	148	183	28	251
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.04	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.0	14.7	14.7	70.0	1.5	1.4	32.7	0.0	0.0	36.9	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			D		
Approach Vol, veh/h		943			901			39			156	
Approach Delay, s/veh		19.1			2.8			32.7			36.9	
Approach LOS		B			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.8	75.2		38.0	11.3	70.7
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.5	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		4.2	3.2	17.5		11.6	7.2	2.0
Green Ext Time (g_e), s		0.2	0.0	6.6		0.8	0.1	6.9
Prob of Phs Call (p_c)		1.00	0.45	1.00		1.00	0.93	1.00
Prob of Max Out (p_x)		0.00	0.01	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		779	1781			516	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		79		3598		103		3454

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		537		42		913		164

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	39	18	0	0	156	78	0
Grp Sat Flow (s), veh/h/ln	0	1395	1781	0	0	1531	1781	0
Q Serve Time (g_s), s	0.0	0.0	1.2	0.0	0.0	6.3	5.2	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	1.2	0.0	0.0	9.6	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1319	0	0	0	1419	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1299	0	0	0	1836	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	23.4	0.0	0.0	0.0	30.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Time to First Blk (g_f), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.59	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	431	33	0	0	462	100	0
V/C Ratio (X)	0.00	0.09	0.54	0.00	0.00	0.34	0.78	0.00
Avail Cap (c_a), veh/h	0	431	141	0	0	462	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	57.2	0.0	0.0	34.9	55.9	0.0
Incr Delay (d2), s/veh	0.0	0.4	12.7	0.0	0.0	2.0	12.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	70.0	0.0	0.0	36.9	68.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.5	0.0	0.0	3.7	2.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.6	0.0	0.0	3.9	2.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.18	0.00	0.00	0.43	0.75	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	422	0	0	0	434
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1040	0	0	0	974
V/C Ratio (X)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1040	0	0	0	974
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.7	0.0	0.0	0.0	1.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	443	0	0	0	449
Grp Sat Flow (s), veh/h/ln	0	0	0	1863	0	0	0	1841
Q Serve Time (g_s), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	0.02	0.00	0.60	0.00	0.09
Lane Grp Cap (c), veh/h	0	0	0	1090	0	0	0	1009
V/C Ratio (X)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1090	0	0	0	1009
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.7	0.0	0.0	0.0	1.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	859	804	6	0	19
Future Vol, veh/h	10	859	804	6	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	934	874	7	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	880	0	-	0	-	440
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	763	-	-	-	0	565
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	763	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	11.62
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	763	-	-	-	565
HCM Lane V/C Ratio	0.014	-	-	-	0.037
HCM Ctrl Dly (s/v)	9.8	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	4
Future Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	111	4	26	57	4	5	2	15	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	115	0	0	228	230	113	227	230	59
Stage 1	-	-	-	-	-	-	117	117	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	116	120	-
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	1542	-	-	1474	-	-	728	669	940	728	669	1007
Stage 1	-	-	-	-	-	-	887	798	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	888	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1474	-	-	707	656	940	700	656	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	656	-	700	656	-
Stage 1	-	-	-	-	-	-	886	797	-	878	789	-
Stage 2	-	-	-	-	-	-	871	787	-	870	796	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	2.25	9.41	9.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	33	-	-	532	-	-	771
HCM Lane V/C Ratio	0.027	0.001	-	-	0.018	-	-	0.015
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	19.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	0	50	8	0	7	144	456	11	4	765	60
Future Vol, veh/h	90	0	50	8	0	7	144	456	11	4	765	60
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	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	0	54	9	0	8	157	496	12	4	832	65

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1434	1693	448	1239	1720	254	897	0	0	508	0	0
Stage 1	873	873	-	815	815	-	-	-	-	-	-	-
Stage 2	561	821	-	424	905	-	-	-	-	-	-	-
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	~ 94	92	558	132	89	746	753	-	-	1053	-	-
Stage 1	311	366	-	338	389	-	-	-	-	-	-	-
Stage 2	480	387	-	578	353	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 74	73	558	94	70	746	753	-	-	1053	-	-
Mov Cap-2 Maneuver	~ 74	73	-	94	70	-	-	-	-	-	-	-
Stage 1	310	364	-	267	308	-	-	-	-	-	-	-
Stage 2	376	306	-	519	352	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	205.78	29.83	2.6	0.07
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	753	-	-	74	558	94	746	16	-	-
HCM Lane V/C Ratio	0.208	-	-	1.327	0.097	0.093	0.01	0.004	-	-
HCM Ctrl Dly (s/v)	11	-	-	-$ 313.4	12.1	47.3	9.9	8.4	0	-
HCM Lane LOS	B	-	-	F	B	E	A	A	A	-
HCM 95th %tile Q(veh)	0.8	-	-	7.7	0.3	0.3	0	0	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	119	0	611	704	120
Future Vol, veh/h	0	119	0	611	704	120
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	129	0	664	765	130

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	448	-	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	558	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	558	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.38	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	558	-	-
HCM Lane V/C Ratio	-	0.232	-	-
HCM Ctrl Dly (s/v)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	575	84	43	458	90	106	297	42	148	426	247
Future Volume (veh/h)	226	575	84	43	458	90	106	297	42	148	426	247
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	625	91	47	498	98	115	323	46	161	463	268
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	270	1113	162	61	852	380	357	1225	173	474	725	614
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Prop Arrive On Green	0.30	0.72	0.72	0.03	0.24	0.24	0.05	0.39	0.39	0.10	0.78	0.78
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.3	16.2	16.2	76.2	43.2	38.6	21.4	25.7	25.7	21.4	14.0	11.3
Ln Grp LOS	E	B	B	E	D	D	C	C	C	C	B	B
Approach Vol, veh/h		962			643			484			892	
Approach Delay, s/veh		29.0			44.9			24.7			14.5	
Approach LOS		C			D			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	52.0	9.1	47.9	11.5	51.5	23.2	33.8
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	5.0
Max Q Clear (g_c+I1), s	8.0	10.5	5.1	13.5	6.6	15.2	17.9	16.9
Green Ext Time (g_e), s	0.0	2.4	0.0	4.8	0.0	4.2	0.3	2.3
Prob of Phs Call (p_c)	1.00	1.00	0.79	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.93	0.00	1.00	0.00	0.84	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3127		3113		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		441		453		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	161	0	47	0	115	0	246	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	3.1	0.0	4.6	0.0	15.9	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	3.1	0.0	4.6	0.0	15.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1013	0	0	0	725	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.5	0.0	0.0	0.0	46.5	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	38.5	0.0	0.0	0.0	33.3	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.2	0.0	0.0	0.0	2.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	474	0	61	0	357	0	270	0
V/C Ratio (X)	0.34	0.00	0.78	0.00	0.32	0.00	0.91	0.00
Avail Cap (c_a), veh/h	474	0	134	0	365	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	20.9	0.0	57.5	0.0	20.9	0.0	41.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	18.7	0.0	0.5	0.0	25.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.4	0.0	76.2	0.0	21.4	0.0	66.3	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	1.4	0.0	1.9	0.0	5.9	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.1	0.0	1.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	1.7	0.0	2.0	0.0	7.8	0.0
%ile Storage Ratio (RQ%)	0.11	0.00	0.22	0.00	0.15	0.00	0.58	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	182	0	356	0	463	0	498
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	8.3	0.0	11.4	0.0	13.2	0.0	14.9
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	11.4	0.0	13.2	0.0	14.9
Lane Grp Cap (c), veh/h	0	696	0	635	0	725	0	852
V/C Ratio (X)	0.00	0.26	0.00	0.56	0.00	0.64	0.00	0.58
Avail Cap (c_a), veh/h	0	696	0	635	0	725	0	852
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.7	0.0	12.6	0.0	9.7	0.0	40.3
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.6	0.0	4.3	0.0	2.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	16.2	0.0	14.0	0.0	43.2
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	3.2	0.0	3.3	0.0	6.5

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.9	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	3.8	0.0	4.1	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.21	0.00	0.17	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	360	0	268	0	98
Grp Sat Flow (s), veh/h/ln	0	1791	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	8.5	0.0	11.5	0.0	6.9	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	11.5	0.0	6.9	0.0	6.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.25	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	701	0	640	0	614	0	380
V/C Ratio (X)	0.00	0.27	0.00	0.56	0.00	0.44	0.00	0.26
Avail Cap (c_a), veh/h	0	701	0	640	0	614	0	380
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.8	0.0	12.6	0.0	9.0	0.0	37.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	3.6	0.0	2.2	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.7	0.0	16.2	0.0	11.3	0.0	38.6
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	3.2	0.0	1.8	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.4	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	3.9	0.0	2.2	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.21	0.00	0.31	0.00	0.32
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	27.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	210	87	123	194	192	43	390	125	295	620	119
Future Volume (veh/h)	115	210	87	123	194	192	43	390	125	295	620	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	228	95	134	211	209	47	424	136	321	674	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	222	549	245	302	281	250	432	1821	812	682	1739	332
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.15	0.15	0.08	0.16	0.16	0.07	1.00	1.00	0.10	0.58	0.58
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.6	46.3	46.6	39.4	54.0	61.6	12.6	0.3	0.4	10.3	14.5	14.5
Ln Grp LOS	D	D	D	D	D	E	B	A	A	B	B	B
Approach Vol, veh/h		448			554			607			1124	
Approach Delay, s/veh		45.1			53.3			1.3			13.3	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.1	66.0	13.9	23.0	8.5	74.6	13.5	23.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	11.7	2.0	9.5	9.0	3.5	16.6	9.0	17.3
Green Ext Time (g_e), s	0.9	3.4	0.0	1.7	0.0	6.0	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.79	1.00	0.98	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.07	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2976		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		569		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	321	0	134	0	47	0	125	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	9.7	0.0	7.5	0.0	1.5	0.0	7.0	0.0
Cycle Q Clear Time (g_c), s	9.7	0.0	7.5	0.0	1.5	0.0	7.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	850	0	1057	0	678	0	967	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	63.5	0.0	18.5	0.0	61.5	0.0	18.5	0.0
Perm LT Serve Time (g_u), s	61.5	0.0	11.6	0.0	55.5	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	1.2	0.0	1.0	0.0	0.4	0.0	2.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	682	0	302	0	432	0	222	0
V/C Ratio (X)	0.47	0.00	0.44	0.00	0.11	0.00	0.56	0.00
Avail Cap (c_a), veh/h	963	0	318	0	470	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.98	0.00	1.00	0.00
Uniform Delay (d1), s/veh	9.8	0.0	38.4	0.0	12.5	0.0	39.4	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.0	0.0	0.1	0.0	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
Control Delay (d), s/veh	10.3	0.0	39.4	0.0	12.6	0.0	41.6	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	3.3	0.0	0.6	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	3.4	0.0	0.6	0.0	3.2	0.0
%ile Storage Ratio (RQ%)	0.27	0.00	0.57	0.00	0.10	0.00	0.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	424	0	228	0	402	0	211
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	7.0	0.0	14.6	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.0	0.0	14.6	0.0	13.6
Lane Grp Cap (c), veh/h	0	1821	0	549	0	1038	0	281
V/C Ratio (X)	0.00	0.23	0.00	0.42	0.00	0.39	0.00	0.75
Avail Cap (c_a), veh/h	0	1821	0	903	0	1038	0	378
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.8	0.0	13.4	0.0	48.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	1.1	0.0	5.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	46.3	0.0	14.5	0.0	54.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.1	0.0	5.7	0.0	6.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.1	0.0	6.0	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.22	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	136	0	95	0	401	0	209
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1768	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	14.6	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	14.6	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.32	0.00	1.00
Lane Grp Cap (c), veh/h	0	812	0	245	0	1033	0	250
V/C Ratio (X)	0.00	0.17	0.00	0.39	0.00	0.39	0.00	0.83
Avail Cap (c_a), veh/h	0	812	0	403	0	1033	0	337
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.6	0.0	13.4	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.0	0.0	1.1	0.0	12.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	46.6	0.0	14.5	0.0	61.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.6	0.0	5.7	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.3	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	2.6	0.0	6.0	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.48	0.00	0.22	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

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	21	320	25	52	310	8	33	7	79	21	3	69
Future Vol, veh/h	21	320	25	52	310	8	33	7	79	21	3	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	120	-	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	23	348	27	57	337	9	36	8	86	23	3	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	375	0	0	690	866	188	673	871	168
Stage 1	-	-	-	-	-	-	407	407	-	450	450	-
Stage 2	-	-	-	-	-	-	283	459	-	223	421	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1210	-	-	1180	-	-	331	290	823	341	288	846
Stage 1	-	-	-	-	-	-	592	596	-	558	570	-
Stage 2	-	-	-	-	-	-	700	565	-	759	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1180	-	-	279	271	823	278	269	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	279	271	-	278	269	-
Stage 1	-	-	-	-	-	-	581	584	-	531	543	-
Stage 2	-	-	-	-	-	-	604	538	-	658	576	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.46	1.15	14.82	12.97
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	495	1210	-	-	1180	-	-	552
HCM Lane V/C Ratio	0.261	0.019	-	-	0.048	-	-	0.183
HCM Ctrl Dly (s/v)	14.8	8	-	-	8.2	-	-	13
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0.2	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	787	9	17	776	37	21	1	14	54	4	86
Future Volume (veh/h)	72	787	9	17	776	37	21	1	14	54	4	86
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	855	10	18	843	40	23	1	15	59	4	93
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	100	2106	25	33	1892	90	262	22	148	183	28	251
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.04	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.0	14.7	14.7	70.0	1.5	1.4	32.7	0.0	0.0	36.9	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			D		
Approach Vol, veh/h		943			901			39			156	
Approach Delay, s/veh		19.1			2.8			32.7			36.9	
Approach LOS		B			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.8	75.2		38.0	11.3	70.7
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.5	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		4.2	3.2	17.5		11.6	7.2	2.0
Green Ext Time (g_e), s		0.2	0.0	6.6		0.8	0.1	6.9
Prob of Phs Call (p_c)		1.00	0.45	1.00		1.00	0.93	1.00
Prob of Max Out (p_x)		0.00	0.01	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		779	1781			516	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		79		3598		103		3454

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		537		42		913		164

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	39	18	0	0	156	78	0
Grp Sat Flow (s), veh/h/ln	0	1395	1781	0	0	1531	1781	0
Q Serve Time (g_s), s	0.0	0.0	1.2	0.0	0.0	6.3	5.2	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	1.2	0.0	0.0	9.6	5.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1319	0	0	0	1419	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1299	0	0	0	1836	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	23.4	0.0	0.0	0.0	30.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Time to First Blk (g_f), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.4	0.0	0.0	0.0	3.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.59	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	431	33	0	0	462	100	0
V/C Ratio (X)	0.00	0.09	0.54	0.00	0.00	0.34	0.78	0.00
Avail Cap (c_a), veh/h	0	431	141	0	0	462	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	57.2	0.0	0.0	34.9	55.9	0.0
Incr Delay (d2), s/veh	0.0	0.4	12.7	0.0	0.0	2.0	12.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	70.0	0.0	0.0	36.9	68.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.5	0.0	0.0	3.7	2.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.3	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.6	0.0	0.0	3.9	2.7	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.18	0.00	0.00	0.43	0.75	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	422	0	0	0	434
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1040	0	0	0	974
V/C Ratio (X)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1040	0	0	0	974
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.7	0.0	0.0	0.0	1.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	443	0	0	0	449
Grp Sat Flow (s), veh/h/ln	0	0	0	1863	0	0	0	1841
Q Serve Time (g_s), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	0.02	0.00	0.60	0.00	0.09
Lane Grp Cap (c), veh/h	0	0	0	1090	0	0	0	1009
V/C Ratio (X)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1090	0	0	0	1009
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.7	0.0	0.0	0.0	1.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.5
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	859	804	6	0	19
Future Vol, veh/h	10	859	804	6	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	934	874	7	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	880	0	-	0	-	440
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	763	-	-	-	0	565
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	763	-	-	-	-	565
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	11.62
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	763	-	-	-	565
HCM Lane V/C Ratio	0.014	-	-	-	0.037
HCM Ctrl Dly (s/v)	9.8	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	4
Future Vol, veh/h	2	102	4	24	52	4	5	2	14	4	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	111	4	26	57	4	5	2	15	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	115	0	0	228	230	113	227	230	59
Stage 1	-	-	-	-	-	-	117	117	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	116	120	-
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	1542	-	-	1474	-	-	728	669	940	728	669	1007
Stage 1	-	-	-	-	-	-	887	798	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	888	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1474	-	-	707	656	940	700	656	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	707	656	-	700	656	-
Stage 1	-	-	-	-	-	-	886	797	-	878	789	-
Stage 2	-	-	-	-	-	-	871	787	-	870	796	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.14	2.25	9.41	9.74
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	839	33	-	-	532	-	-	771
HCM Lane V/C Ratio	0.027	0.001	-	-	0.018	-	-	0.015
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	0	50	8	0	7	144	456	11	4	765	60
Future Volume (veh/h)	90	0	50	8	0	7	144	456	11	4	765	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	0	54	9	0	8	157	496	12	4	832	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	182	0	145	140	0	145	572	2926	71	796	2826	221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.2	0.0	52.8	53.6	0.0	49.9	1.2	0.3	0.2	0.0	0.4	0.5
Ln Grp LOS	E		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		152			17			665			901	
Approach Delay, s/veh		55.0			51.9			0.5			0.5	
Approach LOS		E			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		6.0		6.0		6.0
Phs Duration (G+Y+Rc), s		104.0		16.0		104.0		16.0
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green (Gmax), s		92.0		18.0		92.0		18.0
Max Allow Headway (MAH), s		5.7		4.4		5.3		4.7
Max Q Clear (g_c+I1), s		2.0		10.8		2.0		6.6
Green Ext Time (g_e), s		5.5		0.3		7.2		0.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.12		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		621		1407		891		1350

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3546		0		3425		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		86		1585		268		1585

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	157	0	98	0	4	0	9
Grp Sat Flow (s), veh/h/ln	0	621	0	1407	0	891	0	1350
Q Serve Time (g_s), s	0.0	0.0	0.0	8.2	0.0	0.0	0.0	0.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	4.6
Perm LT Sat Flow (s_l), veh/h/ln	0	621	0	1407	0	891	0	1350
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	99.0	0.0	11.0	0.0	99.0	0.0	11.0
Perm LT Serve Time (g_u), s	0.0	99.0	0.0	10.4	0.0	99.0	0.0	7.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	8.2	0.0	0.0	0.0	0.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	572	0	182	0	796	0	140
V/C Ratio (X)	0.00	0.27	0.00	0.54	0.00	0.01	0.00	0.06
Avail Cap (c_a), veh/h	0	572	0	265	0	796	0	219
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.92	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	53.8	0.0	0.0	0.0	53.4
Incr Delay (d2), s/veh	0.0	1.2	0.0	2.4	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.2	0.0	56.2	0.0	0.0	0.0	53.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	3.0	0.0	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.47	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	248	0	0	0	454	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1466	0	0	0	1543	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	1466	0	0	0	1543	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.92	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	260	0	54	0	443	0	8
Grp Sat Flow (s), veh/h/ln	0	1855	0	1585	0	1822	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	1.00	0.00	0.15	0.00	1.00
Lane Grp Cap (c), veh/h	0	1530	0	145	0	1503	0	145
V/C Ratio (X)	0.00	0.17	0.00	0.37	0.00	0.29	0.00	0.06
Avail Cap (c_a), veh/h	0	1530	0	238	0	1503	0	238
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.92	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	51.3	0.0	0.0	0.0	49.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.6	0.0	0.5	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	52.8	0.0	0.5	0.0	49.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.6	0.0	0.2	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.25	0.00	0.01	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	5.7
HCM 7th LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	119	0	611	704	120
Future Vol, veh/h	0	119	0	611	704	120
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	129	0	664	765	130

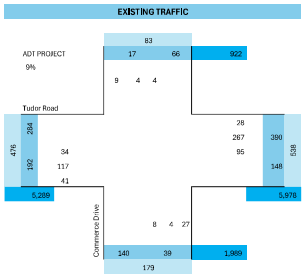
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	448	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	558	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	558	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

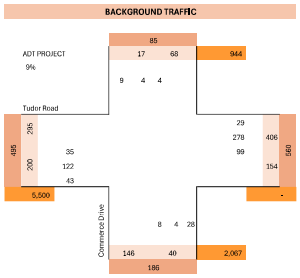
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.38	0	0
HCM LOS	B		

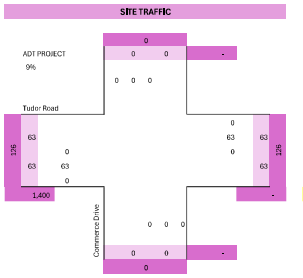
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	558	-	-
HCM Lane V/C Ratio	-	0.232	-	-
HCM Ctrl Dly (s/v)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

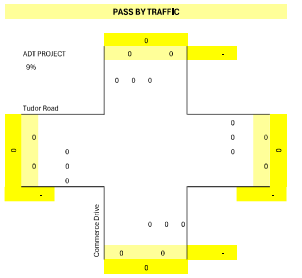
PHASE 1 - PM PEAK HOUR CALCULATIONS

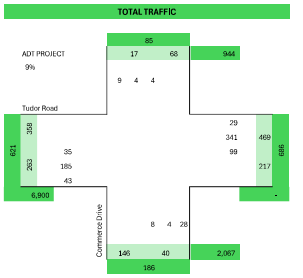
N/S	Commerce Drive			SITE TRIP				PASS BY				TOTAL
E/W	Tudor Road			PM PEAK HOUR				PM PEAK HOUR				
GR	2.0%			IN	422			IN	160			
YRS	2			OUT	422			OUT	160			
INT #	60200											
	EXT	GRW	BKGRD	DIR	IN/	DIR	IN/	DIR	IN/	DIR	IN/	TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL	34	1.04	35					0					0	35
EBT	117	1.04	122	15%	422			63					0	185
EBR	41	1.04	43					0					0	43
WBL	95	1.04	99					0					0	99
WBT	267	1.04	278	15%	422			63					0	341
WBR	28	1.04	29					0					0	29
NBL	8	1.04	8					0					0	8
NBT	4	1.04	4					0					0	4
NBR	27	1.04	28					0					0	28
SBL	4	1.04	4					0					0	4
SBT	4	1.04	4					0					0	4
SBR	9	1.04	9					0					0	9



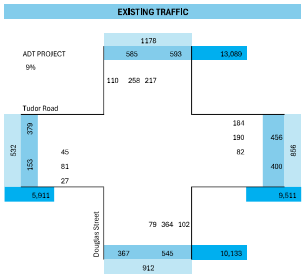


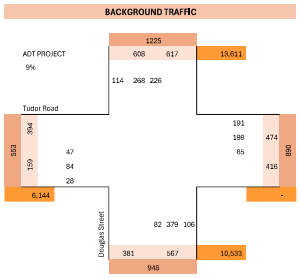


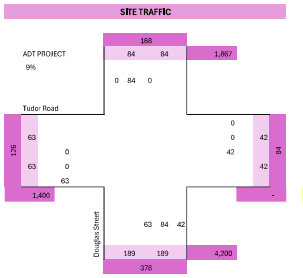


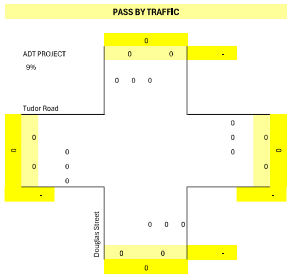


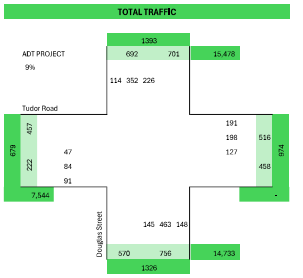
N/S	Douglas Street			SITE TRIP				PASS BY				TOTAL
E/W	Tudor Road			PM PEAK HOUR				PM PEAK HOUR				
GR	2.0%			IN	422			IN	160			
YRS	2			OUT	422			OUT	160			
INT #	60200											
	EXT	GRW	BKGRD	DIR	IN/	DIR	IN/	DIR	IN/	DIR	IN/	TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL	45	1.04	47					0					0	47
EBT	81	1.04	84					0					0	84
EBR	27	1.04	28	15%	422			63					0	91
WBL	82	1.04	85	10%	422			42					0	127
WBT	190	1.04	198					0					0	198
WBR	184	1.04	191					0					0	191
NBL	79	1.04	82	15%	422			63					0	145
NBT	364	1.04	379	20%	422			84					0	463
NBR	102	1.04	106	10%	422			42					0	148
SBL	217	1.04	226					0					0	226
SBT	258	1.04	268	20%	422			84					0	352
SBR	110	1.04	114					0					0	114



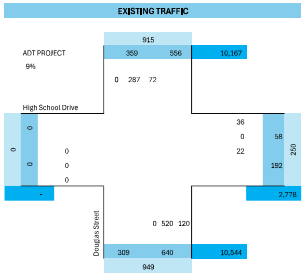


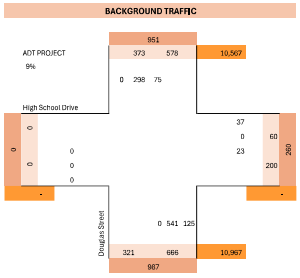


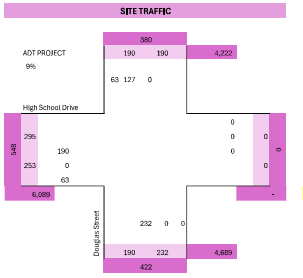


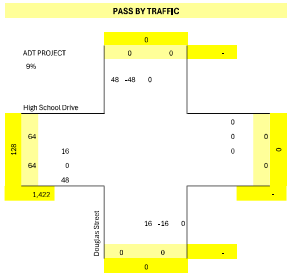


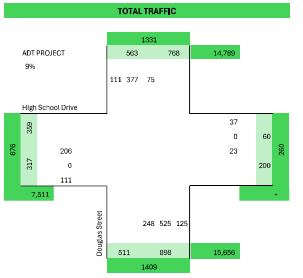
N/S	Douglas Street			SITE TRIP				PASS BY				TOTAL
E/W	High School Drive			PM PEAK HOUR				PM PEAK HOUR				
GR	2.0%			IN	422			IN	160			
YRS	2			OUT	422			OUT	160			
INT #	70200											
	EXT	GRW	BKGRD	DIR	IN/	DIR	IN/	DIR	IN/	DIR	IN/	TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL	0	1.04	0	45%	422			190	10%	160			16	206
EBT	0	1.04	0					0					0	0
EBR	0	1.04	0	15%	422			63	30%	160			48	111
WBL	22	1.04	23					0					0	23
WBT		1.04	0					0					0	0
WBR	36	1.04	37					0					0	37
NBL	0	1.04	0	55%	422			232	10%	160			16	248
NBT	520	1.04	541					0	-10%	160			-16	525
NBR	120	1.04	125					0					0	125
SBL	72	1.04	75					0					0	75
SBT	287	1.04	298	30%	422			127	-30%	160			-48	377
SBR		1.04	0	15%	422			63	30%	160			48	111



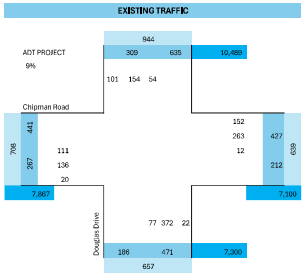


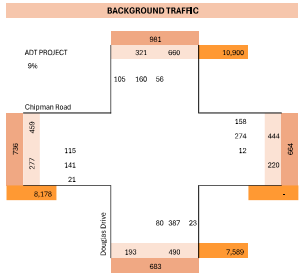


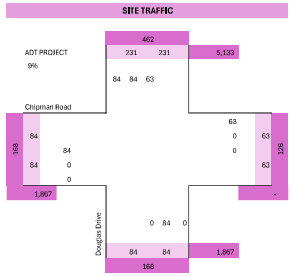


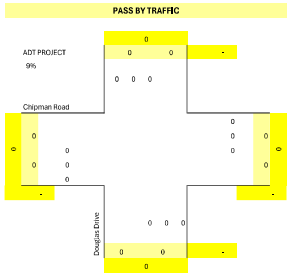


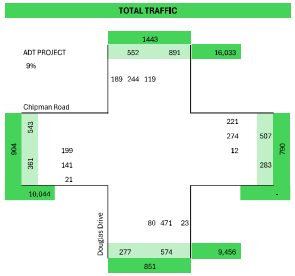
N/S	Douglas Drive			SITE TRIP					PASS BY					TOTAL
E/W	Chipman Road			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	422				IN	160				
YRS	2			OUT	422				OUT	160				
INT #	80200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	111	1.04	115	20%	422			84					0	199
EBT	136	1.04	141					0					0	141
EBR	20	1.04	21					0					0	21
WBL	12	1.04	12					0					0	12
WBT	263	1.04	274		422			0					0	274
WBR	152	1.04	158	15%	422			63					0	221
NBL	77	1.04	80		422			0					0	80
NBT	372	1.04	387	20%	422			84					0	471
NBR	22	1.04	23					0					0	23
SBL	54	1.04	56	15%	422			63					0	119
SBT	154	1.04	160	20%	422			84					0	244
SBR	101	1.04	105	20%	422			84					0	189



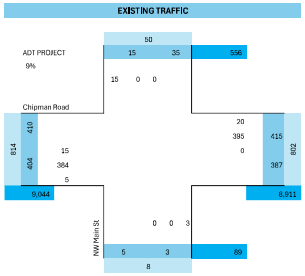


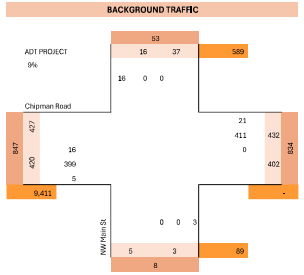


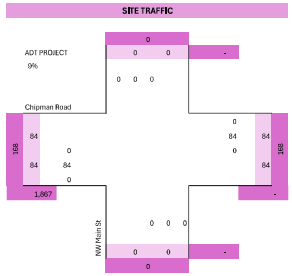


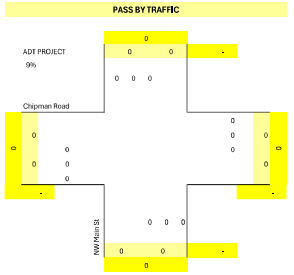


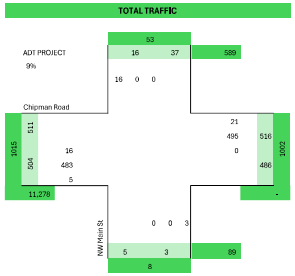
N/S	NW Main St			SITE TRIP					PASS BY					TOTAL
E/W	Chipman Road			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	422				IN	160				
YRS	2			OUT	422				OUT	160				
INT #	90200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	15	1.04	16					0					0	16
EBT	384	1.04	399	20%	422			84					0	483
EBR	5	1.04	5					0					0	5
WBL		1.04	0					0					0	0
WBT	395	1.04	411	20%	422			84					0	495
WBR	20	1.04	21					0					0	21
NBL		1.04	0					0					0	0
NBT		1.04	0					0					0	0
NBR	3	1.04	3					0					0	3
SBL		1.04	0					0					0	0
SBT		1.04	0					0					0	0
SBR	15	1.04	16					0					0	16





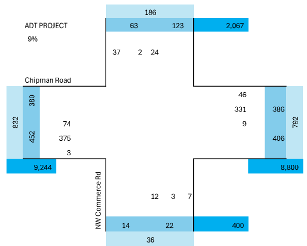




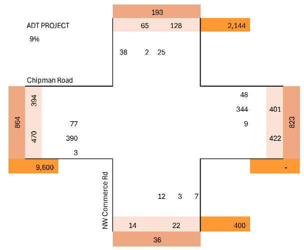


N/S	NW Commerce Rd			SITE TRIP PM PEAK HOUR					PASS BY PM PEAK HOUR					TOTAL
E/W	Chipman Road													
GR	2.0%			IN	422				IN	160				
YRS	2			OUT	422				OUT	160				
INT #	100200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	**74**	1.04	77					0					0	77
EBT	**375**	1.04	390	20%	422			84					0	474
EBR	**3**	1.04	3					0					0	3
WBL	**9**	1.04	9					0					0	9
WBT	**331**	1.04	344	20%	422			84					0	428
WBR	**46**	1.04	48					0					0	48
NBL	**12**	1.04	12					0					0	12
NBT	**3**	1.04	3					0					0	3
NBR	**7**	1.04	7					0					0	7
SBL	**24**	1.04	25					0					0	25
SBT	**2**	1.04	2					0					0	2
SBR	**37**	1.04	38					0					0	38

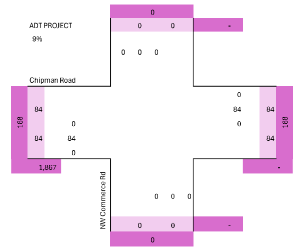
EXISTING TRAFFIC



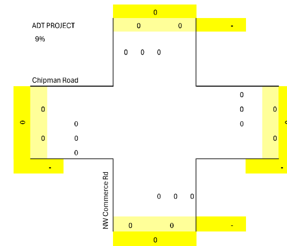
BACKGROUND TRAFFIC



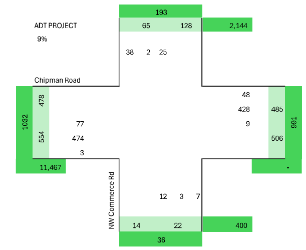
SITE TRAFFIC



PASS BY TRAFFIC

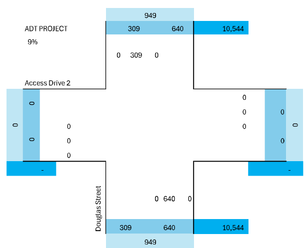


TOTAL TRAFFIC

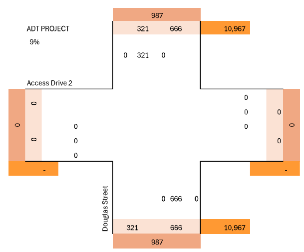


N/S	Douglas Street			SITE TRIP PM PEAK HOUR					PASS BY PM PEAK HOUR					TOTAL
E/W	Access Drive 2													
GR	2.0%			IN	422				IN	160				
YRS	2			OUT	422				OUT	160				
INT #	10200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL		1.04	0					0					0	0
EBT		1.04	0					0					0	0
EBR		1.04	0	40%	422			169	**60%**	**160**			96	265
WBL		1.04	0					0					0	0
WBT		1.04	0					0					0	0
WBR		1.04	0					0					0	0
NBL		1.04	0					0					0	0
NBT	**640**	1.04	666	55%	422			232					0	898
NBR		1.04	0					0					0	0
SBL		1.04	0					0					0	0
SBT	**309**	1.04	321	15%	422			63	**-60%**	**160**			-96	288
SBR		1.04	0	30%	422			127	**60%**	**160**			96	223

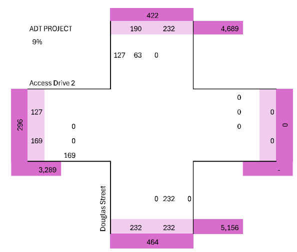
EXISTING TRAFFIC



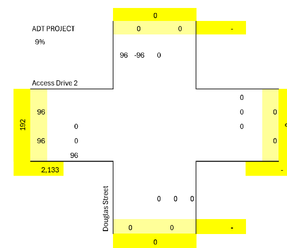
BACKGROUND TRAFFIC



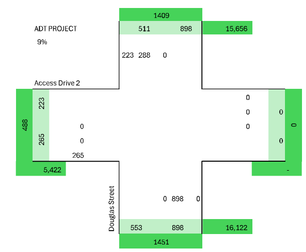
SITE TRAFFIC



PASS BY TRAFFIC

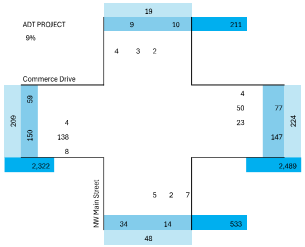


TOTAL TRAFFIC

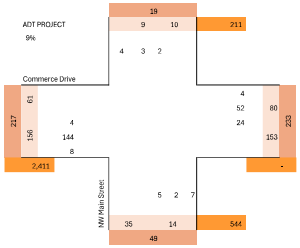


N/S	NW Main Street			SITE TRIP PM PEAK HOUR					PASS BY PM PEAK HOUR					TOTAL
E/W	Commerce Drive													
GR	2.0%			IN	422				IN	160				
YRS	2			OUT	422				OUT	160				
INT #	110200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	4	1.04	4					0					0	4
EBT	138	1.04	144					0					0	144
EBR	8	1.04	8					0					0	8
WBL	23	1.04	24					0					0	24
WBT	50	1.04	52					0					0	52
WBR	4	1.04	4					0					0	4
NBL	5	1.04	5					0					0	5
NBT	2	1.04	2					0					0	2
NBR	7	1.04	7					0					0	7
SBL	2	1.04	2					0					0	2
SBT	3	1.04	3					0					0	3
SBR	4	1.04	4					0					0	4

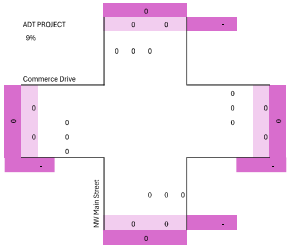
EXISTING TRAFFIC



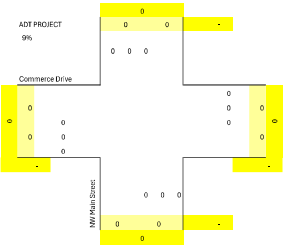
BACKGROUND TRAFFIC



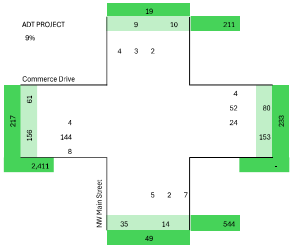
SITE TRAFFIC



PASS BY TRAFFIC



TOTAL TRAFFIC



Warrant 1, Eight-Hour Vehicular Volume (MUTCD Section 4C.02) - MoDOT EPG 902.3.2

EXISTING TRAFFIC

N/S Street	Douglas Street
E/W Street	High School Drive

WARRANT RESULT: SIGNAL NOT WARRANTED

Condition A — Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% [a]	80% [b]	70% [c]	56% [d]	100% [a]	80% [b]	70% [c]	56% [d]
1	1	500	400	350	280	150	120	105	84
2+	1	600	480	420	336	150	120	105	84
2+	2+	600	480	420	336	200	160	140	112
1	2+	500	400	350	280	200	160	140	112

Condition B — Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% [a]	80% [b]	70% [c]	56% [d]	100% [a]	80% [b]	70% [c]	56% [d]
1	1	750	600	525	420	75	60	53	42
2+	1	900	720	630	504	75	60	53	42
2+	2+	900	720	630	504	100	80	70	56
1	2+	750	600	525	420	100	80	70	56

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street								
			PM PEAK	8TH HR			PM PEAK	8TH HR	
1	1	NB/SB	1424	1280		EB	318	286	

Condition A	VOLUME	STAND.	MET	VOLUME	STAND.	MET	WARRANT
100%	1280	500	YES	286	150	YES	YES
80%	1280	400	YES	286	120	YES	YES
70%	1280	350	YES	286	105	YES	YES
56%	1280	280	YES	286	84	YES	YES
Condition B							
100%	1280	750	YES	286	75	YES	YES
80%	1280	600	YES	286	60	YES	YES
70%	1280	525	YES	286	53	YES	YES
56%	1280	420	YES	286	42	YES	YES

Source **MODOT Traffic Volume Map**

Count Time	NB	SB	Traffic Volume	% of 24 Hr
1	39	42	81	0.35%
2	20	23	43	0.19%
3	20	15	35	0.15%
4	29	15	44	0.19%
5	69	27	96	0.42%
6	235	81	316	1.38%
7	520	230	750	3.27%
8	696	664	1360	5.92%
9	559	718	1277	5.56%
10	637	745	1382	6.02%
11	686	810	1496	6.52%
12	696	918	1614	7.03%
13	716	987	1703	7.42%
14	725	1002	1727	7.52%
15	843	1060	1903	8.29%
16	716	1064	1780	7.75%
17	735	1060	1795	7.82%
18	657	925	1582	6.89%
19	627	745	1372	5.98%
20	392	503	895	3.90%
21	294	361	655	2.85%
22	235	299	534	2.33%
23	167	200	367	1.60%
24	69	81	150	0.65%
TOTAL	10382	12575	22957	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	141	21	12	274	158	80	387	23	56	160	105
Future Volume (veh/h)	115	141	21	12	274	158	80	387	23	56	160	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	153	23	13	298	172	87	421	25	61	174	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	153	1214	179	26	1135	506	488	1335	79	413	719	609
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.17	0.78	0.78	0.01	0.32	0.32	0.04	0.39	0.39	0.04	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.7	8.5	8.5	72.6	30.9	33.0	21.1	26.5	26.5	21.4	25.9	25.2
Ln Grp LOS	E	A	A	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		301			483			533			349	
Approach Delay, s/veh		29.4			32.8			25.6			24.9	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.3	52.0	6.8	51.9	10.2	51.1	15.3	43.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	4.8
Max Q Clear (g_c+I1), s	4.5	12.3	2.9	3.5	5.5	9.6	10.1	11.9
Green Ext Time (g_e), s	0.0	2.9	0.0	1.0	0.0	1.4	0.2	2.1
Prob of Phs Call (p_c)	0.87	1.00	0.35	1.00	0.94	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.01	0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3409		3106		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		202		459		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	61	0	13	0	87	0	125	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	2.5	0.0	0.9	0.0	3.5	0.0	8.1	0.0
Cycle Q Clear Time (g_c), s	2.5	0.0	0.9	0.0	3.5	0.0	8.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	944	0	0	0	1091	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.1	0.0	0.0	0.0	46.1	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	36.7	0.0	0.0	0.0	38.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	413	0	26	0	488	0	153	0
V/C Ratio (X)	0.15	0.00	0.50	0.00	0.18	0.00	0.82	0.00
Avail Cap (c_a), veh/h	438	0	134	0	514	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.3	0.0	58.7	0.0	20.9	0.0	48.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	13.9	0.0	0.2	0.0	10.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.4	0.0	72.6	0.0	21.1	0.0	58.7	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	0.4	0.0	1.5	0.0	3.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.5	0.0	1.5	0.0	3.8	0.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.06	0.00	0.11	0.00	0.28	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	219	0	86	0	174	0	298
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	10.3	0.0	1.4	0.0	7.6	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	10.3	0.0	1.4	0.0	7.6	0.0	7.5
Lane Grp Cap (c), veh/h	0	696	0	694	0	719	0	1135
V/C Ratio (X)	0.00	0.31	0.00	0.12	0.00	0.24	0.00	0.26
Avail Cap (c_a), veh/h	0	696	0	694	0	719	0	1135
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.3	0.0	8.1	0.0	25.1	0.0	30.3
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.4	0.0	0.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	8.5	0.0	25.9	0.0	30.9
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	0.5	0.0	3.4	0.0	3.2

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	0.6	0.0	3.5	0.0	3.3
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.03	0.00	0.08	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	227	0	90	0	114	0	172
Grp Sat Flow (s), veh/h/ln	0	1834	0	1788	0	1585	0	1585
Q Serve Time (g_s), s	0.0	10.3	0.0	1.5	0.0	5.7	0.0	9.9
Cycle Q Clear Time (g_c), s	0.0	10.3	0.0	1.5	0.0	5.7	0.0	9.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.26	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	718	0	699	0	609	0	506
V/C Ratio (X)	0.00	0.32	0.00	0.13	0.00	0.19	0.00	0.34
Avail Cap (c_a), veh/h	0	718	0	699	0	609	0	506
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.3	0.0	8.1	0.0	24.5	0.0	31.2
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.4	0.0	0.7	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.5	0.0	8.5	0.0	25.2	0.0	33.0
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	0.6	0.0	2.2	0.0	3.8
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.7	0.0	0.6	0.0	2.3	0.0	4.1
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.04	0.00	0.32	0.00	0.52
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	28.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	84	28	85	198	191	82	379	106	226	268	114
Future Volume (veh/h)	47	84	28	85	198	191	82	379	106	226	268	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	91	30	92	215	208	89	412	115	246	291	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	150	474	211	304	280	250	680	2074	925	705	1514	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.06	0.16	0.16	0.08	1.00	1.00	0.07	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.8	46.4	46.2	41.6	55.0	61.4	8.7	0.2	0.3	7.8	10.3	10.3
Ln Grp LOS	D	D	D	D	D	E	A	A	A	A	B	B
Approach Vol, veh/h		172			515			616			661	
Approach Delay, s/veh		45.9			55.2			1.5			9.4	
Approach LOS		D			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.5	74.5	11.5	20.5	9.2	78.8	8.6	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	8.3	2.0	7.3	4.7	4.4	8.3	4.9	17.3
Green Ext Time (g_e), s	0.7	3.3	0.1	0.6	0.0	2.8	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.95	1.00	0.95	1.00	0.82	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.45

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2446		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1018		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	246	0	92	0	89	0	51	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.3	0.0	5.3	0.0	2.4	0.0	2.9	0.0
Cycle Q Clear Time (g_c), s	6.3	0.0	5.3	0.0	2.4	0.0	2.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	876	0	1270	0	971	0	964	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.8	0.0	16.4	0.0	70.0	0.0	16.0	0.0
Perm LT Serve Time (g_u), s	70.0	0.0	13.3	0.0	67.9	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.2	0.0	0.2	0.0	0.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	705	0	304	0	680	0	150	0
V/C Ratio (X)	0.35	0.00	0.30	0.00	0.13	0.00	0.34	0.00
Avail Cap (c_a), veh/h	1039	0	356	0	706	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	7.5	0.0	41.1	0.0	8.6	0.0	43.5	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.1	0.0	1.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.8	0.0	41.6	0.0	8.7	0.0	44.8	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	2.3	0.0	0.9	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.3	0.0	2.4	0.0	0.9	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.40	0.00	0.15	0.00	0.21	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	412	0	91	0	209	0	215
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	2.7	0.0	6.1	0.0	13.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.7	0.0	6.1	0.0	13.9
Lane Grp Cap (c), veh/h	0	2074	0	474	0	1100	0	280
V/C Ratio (X)	0.00	0.20	0.00	0.19	0.00	0.19	0.00	0.77
Avail Cap (c_a), veh/h	0	2074	0	903	0	1100	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	46.2	0.0	9.9	0.0	48.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	0.0	0.4	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	46.4	0.0	10.3	0.0	55.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.2	0.0	2.3	0.0	6.2

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.2	0.0	2.5	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.09	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	115	0	30	0	206	0	208
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1687	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	2.0	0.0	6.3	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.0	0.0	6.3	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.60	0.00	1.00
Lane Grp Cap (c), veh/h	0	925	0	211	0	1044	0	250
V/C Ratio (X)	0.00	0.12	0.00	0.14	0.00	0.20	0.00	0.83
Avail Cap (c_a), veh/h	0	925	0	403	0	1044	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.9	0.0	9.9	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.4	0.0	12.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	46.2	0.0	10.3	0.0	61.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	2.3	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.8	0.0	2.4	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.15	0.00	0.09	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	122	43	99	278	29	8	4	28	4	4	9
Future Vol, veh/h	35	122	43	99	278	29	8	4	28	4	4	9
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	190	-	-	120	-	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	38	133	47	108	302	32	9	4	30	4	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	334	0	0	179	0	0	601	781	90	662	773	151
Stage 1	-	-	-	-	-	-	232	232	-	517	517	-
Stage 2	-	-	-	-	-	-	368	549	-	145	255	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1222	-	-	1394	-	-	384	325	950	347	328	868
Stage 1	-	-	-	-	-	-	750	711	-	509	532	-
Stage 2	-	-	-	-	-	-	624	515	-	843	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1222	-	-	1394	-	-	335	290	950	296	294	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	335	290	-	296	294	-
Stage 1	-	-	-	-	-	-	727	689	-	470	491	-
Stage 2	-	-	-	-	-	-	564	475	-	786	673	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.41	1.9	11.51	13.27
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	596	1222	-	-	1394	-	-	454
HCM Lane V/C Ratio	0.073	0.031	-	-	0.077	-	-	0.041
HCM Ctrl Dly (s/v)	11.5	8	-	-	7.8	-	-	13.3
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.3	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	390	3	9	344	48	12	3	7	25	2	38
Future Volume (veh/h)	77	390	3	9	344	48	12	3	7	25	2	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	424	3	10	374	52	13	3	8	27	2	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	107	2143	15	21	1706	235	259	66	139	187	29	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.02	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.3	11.7	11.7	73.9	0.5	0.5	32.2	0.0	0.0	33.6	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		511			436			24			70	
Approach Delay, s/veh		20.8			2.2			32.2			33.6	
Approach LOS		C			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	5.9	76.1		38.0	11.7	70.3
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.3
Max Q Clear (g_c+I1), s		3.2	2.7	8.5		5.8	7.6	2.0
Green Ext Time (g_e), s		0.1	0.0	2.8		0.3	0.1	2.8
Prob of Phs Call (p_c)		1.00	0.28	1.00		1.00	0.94	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		774	1781			528	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		239		3617		107		3136

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		506		26		898		433

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	24	10	0	0	70	84	0
Grp Sat Flow (s), veh/h/ln	0	1519	1781	0	0	1533	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.6	5.6	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.7	0.0	0.0	3.8	5.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1385	0	0	0	1426	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1835	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.2	0.0	0.0	0.0	31.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.2	0.0	0.0	0.0	3.2	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.39	1.00	0.00
Lane Grp Cap (c), veh/h	0	464	21	0	0	463	107	0
V/C Ratio (X)	0.00	0.05	0.48	0.00	0.00	0.15	0.78	0.00
Avail Cap (c_a), veh/h	0	464	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.2	0.0	0.0	32.9	55.6	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.7	0.0	0.0	0.7	11.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.9	0.0	0.0	33.6	67.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.3	0.0	0.0	1.6	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.4	0.0	0.0	1.6	2.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.11	0.00	0.00	0.18	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	208	0	0	0	211
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1053	0	0	0	966
V/C Ratio (X)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	1053	0	0	0	966
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	219	0	0	0	215
Grp Sat Flow (s), veh/h/ln	0	0	0	1866	0	0	0	1792
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.01	0.00	0.59	0.00	0.24
Lane Grp Cap (c), veh/h	0	0	0	1105	0	0	0	975
V/C Ratio (X)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	1105	0	0	0	975
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	399	411	21	0	16
Future Vol, veh/h	16	399	411	21	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	434	447	23	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	470	0	-	0	-	235
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1088	-	-	-	0	767
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1088	-	-	-	-	767
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	767
HCM Lane V/C Ratio	0.016	-	-	-	0.023
HCM Ctrl Dly (s/v)	8.4	-	-	-	9.8
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	4	144	8	24	52	4	5	2	7	2	3	4
Future Vol, veh/h	4	144	8	24	52	4	5	2	7	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	157	9	26	57	4	5	2	8	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	165	0	0	280	283	161	277	285	59
Stage 1	-	-	-	-	-	-	170	170	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	166	174	-
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	1542	-	-	1413	-	-	672	626	884	675	624	1007
Stage 1	-	-	-	-	-	-	832	758	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	836	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1413	-	-	651	612	884	652	611	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	612	-	652	611	-
Stage 1	-	-	-	-	-	-	830	756	-	877	788	-
Stage 2	-	-	-	-	-	-	870	787	-	824	753	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	2.28	9.95	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	46	-	-	532	-	-	753
HCM Lane V/C Ratio	0.021	0.003	-	-	0.018	-	-	0.013
HCM Ctrl Dly (s/v)	10	7.3	0	-	7.6	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	37	541	125	75	298
Future Vol, veh/h	23	37	541	125	75	298
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	25	40	588	136	82	324

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	981	362	0	0	724	0
Stage 1	656	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	247	635	-	-	874	-
Stage 1	478	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	635	-	-	874	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.8	0	2.44
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	724	-
HCM Lane V/C Ratio	-	-	0.176	0.093	-
HCM Ctrl Dly (s/v)	-	-	16.8	9.5	0.7
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	141	21	12	274	226	80	478	23	124	251	196
Future Volume (veh/h)	206	141	21	12	274	226	80	478	23	124	251	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	153	23	13	298	246	87	520	25	135	273	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	251	1171	173	26	891	398	392	1352	65	393	745	631
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Prop Arrive On Green	0.24	0.63	0.63	0.01	0.25	0.25	0.04	0.39	0.39	0.03	0.27	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.1	14.7	14.7	72.6	37.8	46.9	21.3	27.7	27.7	21.9	33.1	32.7
Ln Grp LOS	E	B	B	E	D	D	C	C	C	C	C	C
Approach Vol, veh/h		400			557			632			621	
Approach Delay, s/veh		43.5			42.6			26.8			30.5	
Approach LOS		D			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	52.0	6.8	50.2	10.2	52.8	21.9	35.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.7	3.8	4.7
Max Q Clear (g_c+I1), s	7.4	15.0	2.9	4.4	5.5	16.2	16.6	18.5
Green Ext Time (g_e), s	0.0	3.6	0.0	1.0	0.0	2.4	0.3	1.5
Prob of Phs Call (p_c)	0.99	1.00	0.35	1.00	0.94	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.01	0.00	1.00	0.00	0.31	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3452		3106		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		166		459		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	135	0	13	0	87	0	224	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	5.4	0.0	0.9	0.0	3.5	0.0	14.6	0.0
Cycle Q Clear Time (g_c), s	5.4	0.0	0.9	0.0	3.5	0.0	14.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	862	0	0	0	910	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	47.0	0.0	0.0	0.0	47.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	34.0	0.0	0.0	0.0	33.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.5	0.0	0.0	0.0	1.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	393	0	26	0	392	0	251	0
V/C Ratio (X)	0.34	0.00	0.50	0.00	0.22	0.00	0.89	0.00
Avail Cap (c_a), veh/h	393	0	134	0	418	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.4	0.0	58.7	0.0	21.0	0.0	45.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	13.9	0.0	0.3	0.0	21.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.9	0.0	72.6	0.0	21.3	0.0	66.1	0.0
1st-Term Q (Q1), veh/ln	2.3	0.0	0.4	0.0	1.5	0.0	5.9	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	1.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.4	0.0	0.5	0.0	1.5	0.0	7.3	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.06	0.00	0.11	0.00	0.55	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	267	0	86	0	273	0	298
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	12.9	0.0	2.4	0.0	14.2	0.0	8.2
Cycle Q Clear Time (g_c), s	0.0	12.9	0.0	2.4	0.0	14.2	0.0	8.2
Lane Grp Cap (c), veh/h	0	696	0	670	0	745	0	891
V/C Ratio (X)	0.00	0.38	0.00	0.13	0.00	0.37	0.00	0.33
Avail Cap (c_a), veh/h	0	696	0	670	0	745	0	891
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	14.3	0.0	31.7	0.0	36.8
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.4	0.0	1.4	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.7	0.0	14.7	0.0	33.1	0.0	37.8
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.9	0.0	6.8	0.0	3.6

2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	1.0	0.0	7.1	0.0	3.7
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.06	0.00	0.29	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	278	0	90	0	213	0	246
Grp Sat Flow (s), veh/h/ln	0	1841	0	1788	0	1585	0	1585
Q Serve Time (g_s), s	0.0	13.0	0.0	2.4	0.0	13.0	0.0	16.5
Cycle Q Clear Time (g_c), s	0.0	13.0	0.0	2.4	0.0	13.0	0.0	16.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.26	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	721	0	674	0	631	0	398
V/C Ratio (X)	0.00	0.39	0.00	0.13	0.00	0.34	0.00	0.62
Avail Cap (c_a), veh/h	0	721	0	674	0	631	0	398
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	14.3	0.0	31.2	0.0	39.9
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.4	0.0	1.4	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.7	0.0	14.7	0.0	32.7	0.0	46.9
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	1.0	0.0	5.3	0.0	6.4
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.3	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	1.1	0.0	5.5	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.06	0.00	0.78	0.00	0.92
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	84	96	130	198	191	150	470	151	226	359	114
Future Volume (veh/h)	47	84	96	130	198	191	150	470	151	226	359	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	91	104	141	215	208	163	511	164	246	390	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	384	171	310	280	250	631	2064	921	641	1606	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.11	0.11	0.08	0.16	0.16	0.11	1.00	1.00	0.08	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.1	49.3	54.5	41.9	55.0	61.4	8.7	0.3	0.4	8.4	11.6	11.6
Ln Grp LOS	D	D	D	D	D	E	A	A	A	A	B	B
Approach Vol, veh/h		246			564			838			760	
Approach Delay, s/veh		51.0			54.1			1.9			10.6	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.7	74.2	14.6	17.5	11.0	76.9	8.7	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.6	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	8.5	2.0	10.2	9.5	6.6	10.3	5.0	17.3
Green Ext Time (g_e), s	0.7	4.3	0.0	0.8	0.0	3.5	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.45

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2661		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		836		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	246	0	141	0	163	0	51	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.5	0.0	8.2	0.0	4.6	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	6.5	0.0	8.2	0.0	4.6	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	764	0	1188	0	887	0	964	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	69.9	0.0	15.0	0.0	69.7	0.0	13.0	0.0
Perm LT Serve Time (g_u), s	69.7	0.0	10.2	0.0	64.2	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.6	0.0	1.2	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	641	0	310	0	631	0	151	0
V/C Ratio (X)	0.38	0.00	0.45	0.00	0.26	0.00	0.34	0.00
Avail Cap (c_a), veh/h	971	0	316	0	631	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	8.1	0.0	40.9	0.0	8.5	0.0	45.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.0	0.0	0.2	0.0	1.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.4	0.0	41.9	0.0	8.7	0.0	47.1	0.0
1st-Term Q (Q1), veh/ln	2.4	0.0	3.6	0.0	1.5	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	3.7	0.0	1.6	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.62	0.00	0.27	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	511	0	91	0	259	0	215
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	2.8	0.0	8.1	0.0	13.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.8	0.0	8.1	0.0	13.9
Lane Grp Cap (c), veh/h	0	2064	0	384	0	1073	0	280
V/C Ratio (X)	0.00	0.25	0.00	0.24	0.00	0.24	0.00	0.77
Avail Cap (c_a), veh/h	0	2064	0	903	0	1073	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	49.0	0.0	11.0	0.0	48.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.5	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	49.3	0.0	11.6	0.0	55.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.3	0.0	3.1	0.0	6.2

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.3	0.0	3.3	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.12	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	164	0	104	0	255	0	208
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1720	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	7.5	0.0	8.3	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.5	0.0	8.3	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.49	0.00	1.00
Lane Grp Cap (c), veh/h	0	921	0	171	0	1038	0	250
V/C Ratio (X)	0.00	0.18	0.00	0.61	0.00	0.25	0.00	0.83
Avail Cap (c_a), veh/h	0	921	0	403	0	1038	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	51.1	0.0	11.1	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.4	0.0	0.6	0.0	12.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	54.5	0.0	11.6	0.0	61.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.0	0.0	3.1	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.2	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.1	0.0	3.3	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.57	0.00	0.12	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	190	43	99	346	29	8	4	28	4	4	9
Future Vol, veh/h	35	190	43	99	346	29	8	4	28	4	4	9
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	190	-	-	120	-	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	38	207	47	108	376	32	9	4	30	4	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	253	0	0	711	929	127	773	921	188
Stage 1	-	-	-	-	-	-	306	306	-	591	591	-
Stage 2	-	-	-	-	-	-	405	623	-	182	329	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1148	-	-	1309	-	-	320	266	900	289	269	822
Stage 1	-	-	-	-	-	-	679	660	-	460	493	-
Stage 2	-	-	-	-	-	-	593	477	-	803	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	1309	-	-	276	236	900	244	239	822
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	236	-	244	239	-
Stage 1	-	-	-	-	-	-	656	638	-	422	452	-
Stage 2	-	-	-	-	-	-	533	437	-	745	623	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.08	1.67	12.57	14.81
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1148	-	-	1309	-	-	385
HCM Lane V/C Ratio	0.084	0.033	-	-	0.082	-	-	0.048
HCM Ctrl Dly (s/v)	12.6	8.2	-	-	8	-	-	14.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.3	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	481	3	9	435	48	12	3	7	25	2	38
Future Volume (veh/h)	77	481	3	9	435	48	12	3	7	25	2	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	523	3	10	473	52	13	3	8	27	2	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	107	2146	12	21	1757	192	259	66	139	187	29	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.02	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.3	12.2	12.2	73.9	0.7	0.7	32.2	0.0	0.0	33.6	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		610			535			24			70	
Approach Delay, s/veh		19.8			2.0			32.2			33.6	
Approach LOS		B			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	5.9	76.1		38.0	11.7	70.3
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.3
Max Q Clear (g_c+I1), s		3.2	2.7	10.3		5.8	7.6	2.0
Green Ext Time (g_e), s		0.1	0.0	3.5		0.3	0.1	3.6
Prob of Phs Call (p_c)		1.00	0.28	1.00		1.00	0.94	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		774	1781			528	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		239		3623		107		3230

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		506		21		898		354

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	24	10	0	0	70	84	0
Grp Sat Flow (s), veh/h/ln	0	1519	1781	0	0	1533	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.6	5.6	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.7	0.0	0.0	3.8	5.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1385	0	0	0	1426	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1835	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.2	0.0	0.0	0.0	31.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.2	0.0	0.0	0.0	3.2	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.39	1.00	0.00
Lane Grp Cap (c), veh/h	0	464	21	0	0	463	107	0
V/C Ratio (X)	0.00	0.05	0.48	0.00	0.00	0.15	0.78	0.00
Avail Cap (c_a), veh/h	0	464	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.2	0.0	0.0	32.9	55.6	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.7	0.0	0.0	0.7	11.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.9	0.0	0.0	33.6	67.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.3	0.0	0.0	1.6	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.4	0.0	0.0	1.6	2.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.11	0.00	0.00	0.18	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	256	0	0	0	259
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1053	0	0	0	966
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.27
Avail Cap (c_a), veh/h	0	0	0	1053	0	0	0	966
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	270	0	0	0	266
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1807
Q Serve Time (g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.01	0.00	0.59	0.00	0.20
Lane Grp Cap (c), veh/h	0	0	0	1106	0	0	0	983
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.27
Avail Cap (c_a), veh/h	0	0	0	1106	0	0	0	983
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	490	502	21	0	16
Future Vol, veh/h	16	490	502	21	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	546	23	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	-	284
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1000	-	-	-	0	713
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1000	-	-	-	-	713
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	713
HCM Lane V/C Ratio	0.017	-	-	-	0.024
HCM Ctrl Dly (s/v)	8.7	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

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	4	144	8	24	52	4	5	2	7	2	3	4
Future Vol, veh/h	4	144	8	24	52	4	5	2	7	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	157	9	26	57	4	5	2	8	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	165	0	0	280	283	161	277	285	59
Stage 1	-	-	-	-	-	-	170	170	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	166	174	-
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	1542	-	-	1413	-	-	672	626	884	675	624	1007
Stage 1	-	-	-	-	-	-	832	758	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	836	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1413	-	-	651	612	884	652	611	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	612	-	652	611	-
Stage 1	-	-	-	-	-	-	830	756	-	877	788	-
Stage 2	-	-	-	-	-	-	870	787	-	824	753	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	2.28	9.95	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	46	-	-	532	-	-	753
HCM Lane V/C Ratio	0.021	0.003	-	-	0.018	-	-	0.013
HCM Ctrl Dly (s/v)	10	7.3	0	-	7.6	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	221.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	221	0	119	23	0	37	267	524	125	75	383	119
Future Vol, veh/h	221	0	119	23	0	37	267	524	125	75	383	119
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	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	240	0	129	25	0	40	290	570	136	82	416	129

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1509	1930	273	1589	1927	353	546	0	0	705	0	0
Stage 1	644	644	-	1218	1218	-	-	-	-	-	-	-
Stage 2	865	1286	-	371	709	-	-	-	-	-	-	-
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	~ 83	66	725	72	66	644	1020	-	-	889	-	-
Stage 1	428	466	-	191	251	-	-	-	-	-	-	-
Stage 2	315	233	-	621	436	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 51	43	725	39	43	644	1020	-	-	889	-	-
Mov Cap-2 Maneuver	~ 51	43	-	39	43	-	-	-	-	-	-	-
Stage 1	389	423	-	137	180	-	-	-	-	-	-	-
Stage 2	~ 211	167	-	464	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1207.81	84.28	2.89	1.64
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1020	-	-	51	725	39	644	351	-	-
HCM Lane V/C Ratio	0.285	-	-	4.756	0.178	0.648	0.062	0.092	-	-
HCM Ctrl Dly (s/v)	9.9	-	-	$ 1852.2	11	202.2	11	9.5	0.6	-
HCM Lane LOS	A	-	-	F	B	F	B	A	A	-
HCM 95th %tile Q(veh)	1.2	-	-	27	0.6	2.3	0.2	0.3	-	-

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	283	0	916	288	237
Future Vol, veh/h	0	283	0	916	288	237
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	308	0	996	313	258

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	285	-	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	711	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	711	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.86	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	711	-	-
HCM Lane V/C Ratio	-	0.432	-	-
HCM Ctrl Dly (s/v)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	141	21	12	274	226	80	478	23	124	251	196
Future Volume (veh/h)	206	141	21	12	274	226	80	478	23	124	251	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	153	23	13	298	246	87	520	25	135	273	213
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	254	1378	204	26	1123	501	362	1122	54	326	615	521
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Prop Arrive On Green	0.24	0.74	0.74	0.01	0.32	0.32	0.05	0.32	0.32	0.08	0.55	0.55
Unsig. Movement Delay												
Ln Grp Delay, s/veh	54.8	9.1	9.2	72.6	31.2	36.6	25.7	34.8	34.8	26.8	22.9	22.7
Ln Grp LOS	D	A	A	E	C	D	C	C	C	C	C	C
Approach Vol, veh/h		400			557			632			621	
Approach Delay, s/veh		34.7			34.6			33.6			23.6	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	44.0	6.8	58.2	10.6	44.4	22.1	42.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	39.0	17.0	38.0	7.0	38.0	30.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.7	3.8	4.7
Max Q Clear (g_c+I1), s	8.0	16.4	2.9	3.7	5.9	12.5	16.6	17.1
Green Ext Time (g_e), s	0.0	3.3	0.0	1.0	0.0	2.4	0.5	1.8
Prob of Phs Call (p_c)	0.99	1.00	0.35	1.00	0.94	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3452		3106		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		166		459		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	135	0	13	0	87	0	224	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	0.9	0.0	3.9	0.0	14.6	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	0.9	0.0	3.9	0.0	14.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	862	0	0	0	910	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	39.0	0.0	0.0	0.0	39.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	24.6	0.0	0.0	0.0	29.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.2	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	326	0	26	0	362	0	254	0
V/C Ratio (X)	0.41	0.00	0.50	0.00	0.24	0.00	0.88	0.00
Avail Cap (c_a), veh/h	326	0	252	0	384	0	445	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	25.9	0.0	58.7	0.0	25.4	0.0	44.8	0.0
Incr Delay (d2), s/veh	0.8	0.0	13.9	0.0	0.3	0.0	10.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.8	0.0	72.6	0.0	25.7	0.0	54.8	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	0.4	0.0	1.6	0.0	5.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.6	0.0	0.5	0.0	1.7	0.0	6.5	0.0
%ile Storage Ratio (RQ%)	0.11	0.00	0.06	0.00	0.13	0.00	0.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	267	0	86	0	273	0	298
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	14.3	0.0	1.6	0.0	10.5	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	14.3	0.0	1.6	0.0	10.5	0.0	7.5
Lane Grp Cap (c), veh/h	0	577	0	788	0	615	0	1123
V/C Ratio (X)	0.00	0.46	0.00	0.11	0.00	0.44	0.00	0.27
Avail Cap (c_a), veh/h	0	577	0	788	0	615	0	1123
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.2	0.0	8.9	0.0	20.5	0.0	30.6
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.3	0.0	2.3	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.8	0.0	9.1	0.0	22.9	0.0	31.2
1st-Term Q (Q1), veh/ln	0.0	6.2	0.0	0.6	0.0	4.0	0.0	3.2

2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.6	0.0	0.7	0.0	4.4	0.0	3.3
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.04	0.00	0.18	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	278	0	90	0	213	0	246
Grp Sat Flow (s), veh/h/ln	0	1841	0	1788	0	1585	0	1585
Q Serve Time (g_s), s	0.0	14.4	0.0	1.7	0.0	9.4	0.0	15.1
Cycle Q Clear Time (g_c), s	0.0	14.4	0.0	1.7	0.0	9.4	0.0	15.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.26	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	598	0	793	0	521	0	501
V/C Ratio (X)	0.00	0.46	0.00	0.11	0.00	0.41	0.00	0.49
Avail Cap (c_a), veh/h	0	598	0	793	0	521	0	501
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.2	0.0	8.9	0.0	20.3	0.0	33.2
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.3	0.0	2.4	0.0	3.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.8	0.0	9.2	0.0	22.7	0.0	36.6
1st-Term Q (Q1), veh/ln	0.0	6.4	0.0	0.7	0.0	3.1	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.1	0.0	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.8	0.0	0.7	0.0	3.4	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.51	0.00	0.04	0.00	0.48	0.00	0.80
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	31.2
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	84	96	130	198	191	150	470	151	226	359	114
Future Volume (veh/h)	47	84	96	130	198	191	150	470	151	226	359	114
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	91	104	141	215	208	163	511	164	246	390	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	384	171	310	280	250	631	2064	921	641	1606	505
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.11	0.11	0.08	0.16	0.16	0.11	1.00	1.00	0.08	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.1	49.3	54.5	41.9	55.0	61.4	8.7	0.3	0.4	8.4	11.6	11.6
Ln Grp LOS	D	D	D	D	D	E	A	A	A	A	B	B
Approach Vol, veh/h		246			564			838			760	
Approach Delay, s/veh		51.0			54.1			1.9			10.6	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.7	74.2	14.6	17.5	11.0	76.9	8.7	23.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.6	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	8.5	2.0	10.2	9.5	6.6	10.3	5.0	17.3
Green Ext Time (g_e), s	0.7	4.3	0.0	0.8	0.0	3.5	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.45

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2661		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		836		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	246	0	141	0	163	0	51	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.5	0.0	8.2	0.0	4.6	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	6.5	0.0	8.2	0.0	4.6	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	764	0	1188	0	887	0	964	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	69.9	0.0	15.0	0.0	69.7	0.0	13.0	0.0
Perm LT Serve Time (g_u), s	69.7	0.0	10.2	0.0	64.2	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.6	0.0	1.2	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	641	0	310	0	631	0	151	0
V/C Ratio (X)	0.38	0.00	0.45	0.00	0.26	0.00	0.34	0.00
Avail Cap (c_a), veh/h	971	0	316	0	631	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.91	0.00	1.00	0.00
Uniform Delay (d1), s/veh	8.1	0.0	40.9	0.0	8.5	0.0	45.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.0	0.0	0.2	0.0	1.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.4	0.0	41.9	0.0	8.7	0.0	47.1	0.0
1st-Term Q (Q1), veh/ln	2.4	0.0	3.6	0.0	1.5	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	3.7	0.0	1.6	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.62	0.00	0.27	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	511	0	91	0	259	0	215
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	2.8	0.0	8.1	0.0	13.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.8	0.0	8.1	0.0	13.9
Lane Grp Cap (c), veh/h	0	2064	0	384	0	1073	0	280
V/C Ratio (X)	0.00	0.25	0.00	0.24	0.00	0.24	0.00	0.77
Avail Cap (c_a), veh/h	0	2064	0	903	0	1073	0	378
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	49.0	0.0	11.0	0.0	48.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.5	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	49.3	0.0	11.6	0.0	55.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.3	0.0	3.1	0.0	6.2

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.3	0.0	3.3	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.12	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	164	0	104	0	255	0	208
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1720	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	7.5	0.0	8.3	0.0	15.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.5	0.0	8.3	0.0	15.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.49	0.00	1.00
Lane Grp Cap (c), veh/h	0	921	0	171	0	1038	0	250
V/C Ratio (X)	0.00	0.18	0.00	0.61	0.00	0.25	0.00	0.83
Avail Cap (c_a), veh/h	0	921	0	403	0	1038	0	337
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	51.1	0.0	11.1	0.0	49.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	3.4	0.0	0.6	0.0	12.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	54.5	0.0	11.6	0.0	61.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.0	0.0	3.1	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.2	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.1	0.0	3.3	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.57	0.00	0.12	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	21.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	190	43	99	346	29	8	4	28	4	4	9
Future Vol, veh/h	35	190	43	99	346	29	8	4	28	4	4	9
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	190	-	-	120	-	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	38	207	47	108	376	32	9	4	30	4	4	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	253	0	0	711	929	127	773	921	188
Stage 1	-	-	-	-	-	-	306	306	-	591	591	-
Stage 2	-	-	-	-	-	-	405	623	-	182	329	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1148	-	-	1309	-	-	320	266	900	289	269	822
Stage 1	-	-	-	-	-	-	679	660	-	460	493	-
Stage 2	-	-	-	-	-	-	593	477	-	803	645	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1148	-	-	1309	-	-	276	236	900	244	239	822
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	236	-	244	239	-
Stage 1	-	-	-	-	-	-	656	638	-	422	452	-
Stage 2	-	-	-	-	-	-	533	437	-	745	623	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.08	1.67	12.57	14.81
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	1148	-	-	1309	-	-	385
HCM Lane V/C Ratio	0.084	0.033	-	-	0.082	-	-	0.048
HCM Ctrl Dly (s/v)	12.6	8.2	-	-	8	-	-	14.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.3	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	481	3	9	435	48	12	3	7	25	2	38
Future Volume (veh/h)	77	481	3	9	435	48	12	3	7	25	2	38
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	84	523	3	10	473	52	13	3	8	27	2	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	107	2146	12	21	1757	192	259	66	139	187	29	247
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.02	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.3	12.2	12.2	73.9	0.7	0.7	32.2	0.0	0.0	33.6	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		610			535			24			70	
Approach Delay, s/veh		19.8			2.0			32.2			33.6	
Approach LOS		B			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	5.9	76.1		38.0	11.7	70.3
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.3
Max Q Clear (g_c+I1), s		3.2	2.7	10.3		5.8	7.6	2.0
Green Ext Time (g_e), s		0.1	0.0	3.5		0.3	0.1	3.6
Prob of Phs Call (p_c)		1.00	0.28	1.00		1.00	0.94	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		774	1781			528	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		239		3623		107		3230

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		506		21		898		354

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	24	10	0	0	70	84	0
Grp Sat Flow (s), veh/h/ln	0	1519	1781	0	0	1533	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.6	5.6	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.7	0.0	0.0	3.8	5.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1385	0	0	0	1426	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1835	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.2	0.0	0.0	0.0	31.8	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.2	0.0	0.0	0.0	3.2	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.39	1.00	0.00
Lane Grp Cap (c), veh/h	0	464	21	0	0	463	107	0
V/C Ratio (X)	0.00	0.05	0.48	0.00	0.00	0.15	0.78	0.00
Avail Cap (c_a), veh/h	0	464	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.2	0.0	0.0	32.9	55.6	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.7	0.0	0.0	0.7	11.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.9	0.0	0.0	33.6	67.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.3	0.0	0.0	1.6	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.4	0.0	0.0	1.6	2.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.11	0.00	0.00	0.18	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	256	0	0	0	259
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1053	0	0	0	966
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.27
Avail Cap (c_a), veh/h	0	0	0	1053	0	0	0	966
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	270	0	0	0	266
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1807
Q Serve Time (g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.01	0.00	0.59	0.00	0.20
Lane Grp Cap (c), veh/h	0	0	0	1106	0	0	0	983
V/C Ratio (X)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.27
Avail Cap (c_a), veh/h	0	0	0	1106	0	0	0	983
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.1
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	490	502	21	0	16
Future Vol, veh/h	16	490	502	21	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	533	546	23	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	568	0	-	0	-	284
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1000	-	-	-	0	713
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1000	-	-	-	-	713
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.18
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	713
HCM Lane V/C Ratio	0.017	-	-	-	0.024
HCM Ctrl Dly (s/v)	8.7	-	-	-	10.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

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	4	144	8	24	52	4	5	2	7	2	3	4
Future Vol, veh/h	4	144	8	24	52	4	5	2	7	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	157	9	26	57	4	5	2	8	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	61	0	0	165	0	0	280	283	161	277	285	59
Stage 1	-	-	-	-	-	-	170	170	-	111	111	-
Stage 2	-	-	-	-	-	-	110	113	-	166	174	-
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	1542	-	-	1413	-	-	672	626	884	675	624	1007
Stage 1	-	-	-	-	-	-	832	758	-	894	804	-
Stage 2	-	-	-	-	-	-	895	802	-	836	755	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1542	-	-	1413	-	-	651	612	884	652	611	1007
Mov Cap-2 Maneuver	-	-	-	-	-	-	651	612	-	652	611	-
Stage 1	-	-	-	-	-	-	830	756	-	877	788	-
Stage 2	-	-	-	-	-	-	870	787	-	824	753	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.19	2.28	9.95	9.84
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	742	46	-	-	532	-	-	753
HCM Lane V/C Ratio	0.021	0.003	-	-	0.018	-	-	0.013
HCM Ctrl Dly (s/v)	10	7.3	0	-	7.6	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	0	119	23	0	37	267	524	125	75	383	119
Future Volume (veh/h)	221	0	119	23	0	37	267	524	125	75	383	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	240	0	129	25	0	40	290	570	136	82	416	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	329	0	344	246	0	344	663	1992	474	579	1921	589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.22	0.00	0.22	0.22	0.00	0.22	1.00	1.00	1.00	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.3	0.0	40.7	44.6	0.0	37.9	2.1	0.6	0.6	0.5	0.4	0.4
Ln Grp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		369			65			996			627	
Approach Delay, s/veh		47.6			40.5			1.0			0.4	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		6.0		6.0		6.0
Phs Duration (G+Y+Rc), s		88.9		31.1		88.9		31.1
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green (Gmax), s		75.0		35.0		75.0		35.0
Max Allow Headway (MAH), s		5.3		4.4		5.4		5.0
Max Q Clear (g_c+I1), s		2.0		25.0		2.0		12.4
Green Ext Time (g_e), s		8.0		1.1		4.6		0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.09		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		862		1367		742		1261

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2848		0		2746		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		677		1585		843		1585

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	290	0	240	0	82	0	25
Grp Sat Flow (s), veh/h/ln	0	862	0	1367	0	742	0	1261
Q Serve Time (g_s), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	2.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	10.4
Perm LT Sat Flow (s_l), veh/h/ln	0	862	0	1367	0	742	0	1261
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	83.9	0.0	26.1	0.0	83.9	0.0	26.1
Perm LT Serve Time (g_u), s	0.0	83.9	0.0	23.6	0.0	83.9	0.0	17.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	20.5	0.0	0.0	0.0	2.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	663	0	329	0	579	0	246
V/C Ratio (X)	0.00	0.44	0.00	0.73	0.00	0.14	0.00	0.10
Avail Cap (c_a), veh/h	0	663	0	431	0	579	0	340
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.96	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	46.9	0.0	0.0	0.0	44.5
Incr Delay (d2), s/veh	0.0	2.1	0.0	4.3	0.0	0.5	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.1	0.0	51.3	0.0	0.5	0.0	44.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	7.3	0.0	0.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	1.15	0.00	0.02	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	355	0	0	0	282	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1243	0	0	0	1308	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1243	0	0	0	1308	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	351	0	129	0	263	0	40
Grp Sat Flow (s), veh/h/ln	0	1748	0	1585	0	1719	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.3	0.0	0.0	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.39	0.00	1.00	0.00	0.49	0.00	1.00
Lane Grp Cap (c), veh/h	0	1223	0	344	0	1202	0	344
V/C Ratio (X)	0.00	0.29	0.00	0.37	0.00	0.22	0.00	0.12
Avail Cap (c_a), veh/h	0	1223	0	462	0	1202	0	462
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.96	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	37.7
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.7	0.0	0.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	40.7	0.0	0.4	0.0	37.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	3.3	0.0	0.1	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.52	0.00	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	283	0	916	288	237
Future Vol, veh/h	0	283	0	916	288	237
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	308	0	996	313	258

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	285	-	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	711	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	711	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.86	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	711	-	-
HCM Lane V/C Ratio	-	0.432	-	-
HCM Ctrl Dly (s/v)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	2.2	-	-

2029 INFORMATION

Supermarket — Douglas Street & Tudor Road

Lee's Summit, Missouri

Phase 2 - 2029

- AM Peak Calculations
- AM Background Traffic Synchro
- AM Total Traffic Synchro w/ Signal
- PM Peak Calculations
- PM Background Traffic Synchro
- PM Total Traffic Synchro w/ Signal

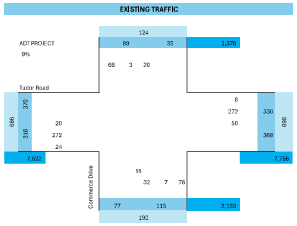
Prepared by:

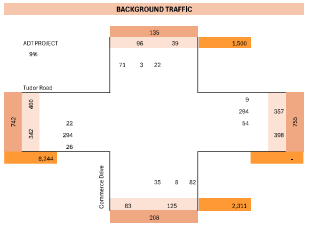
Traffic Engineering Consultants, Inc.

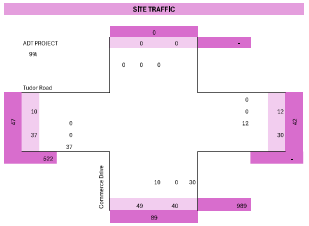
2029 PHASE 2 INFROMATION

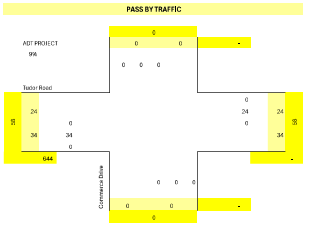
PHASE 2 - AM PEAK HOUR CALCULATIONS

N/S	Commerce Drive			PH 2 SITE TRIP AM PEAK HOUR					PH 1 VOLUME AM PEAK HOUR					TOTAL
E/W	Tudor Road			IN 0 IN 61										
GR	2.0%			OUT 0 OUT 50										
YRS	4													
INT #	50200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	20	1.08	22					0					0	22
EBT	272	1.08	294					0					34	326
EBR	24	1.08	26			60%	61	37					0	63
WBL	50	1.08	54			20%	61	12					0	66
WBT	272	1.08	294					0					24	318
WBR	8	1.08	9					0					0	9
NBL	32	1.08	35			20%	50	10					0	45
NBT	7	1.08	8					0					0	8
NBR	76	1.08	82			60%	50	30					0	112
SBL	20	1.08	22					0					0	22
SBT	3	1.08	3					0					0	3
SBR	66	1.08	71					0					0	71

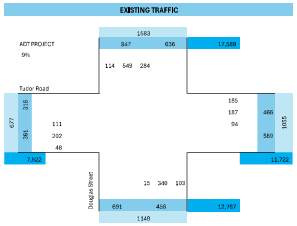


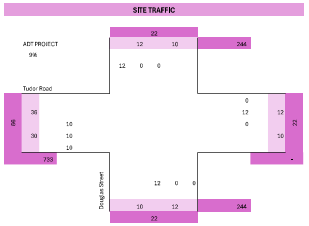


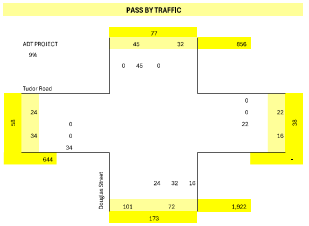


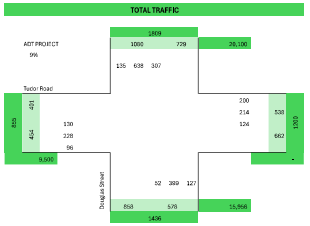


N/S	Douglas Street			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
E/W	Tudor Road			IN 0 IN 61										
GR	2.0%			OUT 0 OUT 50										
YRS	4													
INT #	60200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	111	1.08	120			20%	50	10					0	130
EBT	202	1.08	218			20%	50	10					0	228
EBR	48	1.08	52			20%	50	10					34	96
WBL	94	1.08	102	20%	0			0					22	124
WBT	187	1.08	202			20%	61	12					0	214
WBR	185	1.08	200					0					0	200
NBL	15	1.08	16			20%	61	12					24	52
NBT	340	1.08	367	30%	0			0					32	399
NBR	103	1.08	111	20%	0			0					16	127
SBL	284	1.08	307					0					0	307
SBT	549	1.08	593	30%	0			0					45	638
SBR	114	1.08	123			20%	61	12					0	135

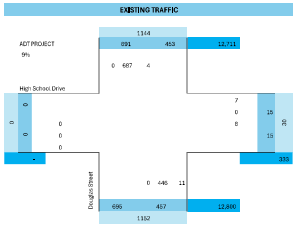


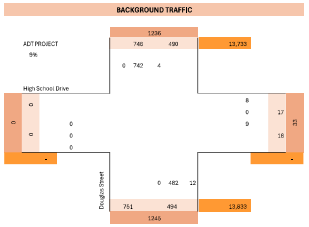


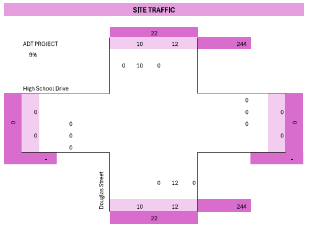


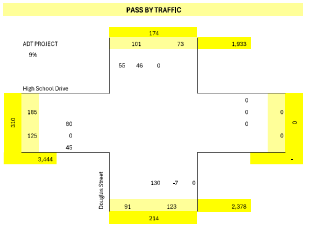


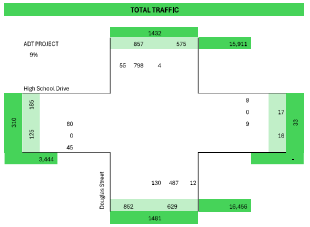
N/S	Douglas Street			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
E/W	High School Drive			IN 0 IN 61										
GR	2.0%			OUT 0 OUT 50										
YRS	4													
INT #	70200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	INV OUT	DIR %	INV OUT	TL	DIR %	INV OUT	DIR %	INV OUT	TL	TOTAL TRAFFIC
EBL	0	1.08	0	50%	0			0					80	80
EBT	0	1.08	0					0					0	0
EBR	0	1.08	0					0					45	45
WBL	8	1.08	9					0					0	9
WBT	0	1.08	0					0					0	0
WBR	7	1.08	8					0					0	8
NBL	0	1.08	0	50%	0			0					130	130
NBT	446	1.08	482			20%	61	12					-7	487
NBR	11	1.08	12					0					0	12
SBL	4	1.08	4					0					0	4
SBT	687	1.08	742	50%	0	20%	50	10					46	796
SBR		1.08	0					0					55	55



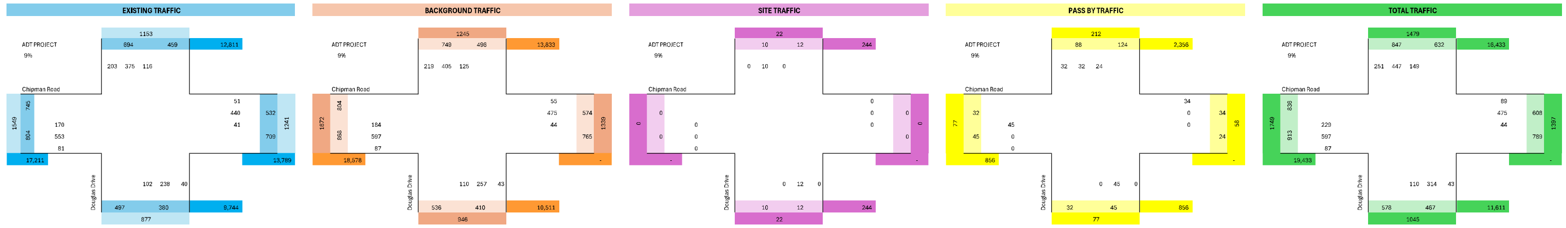




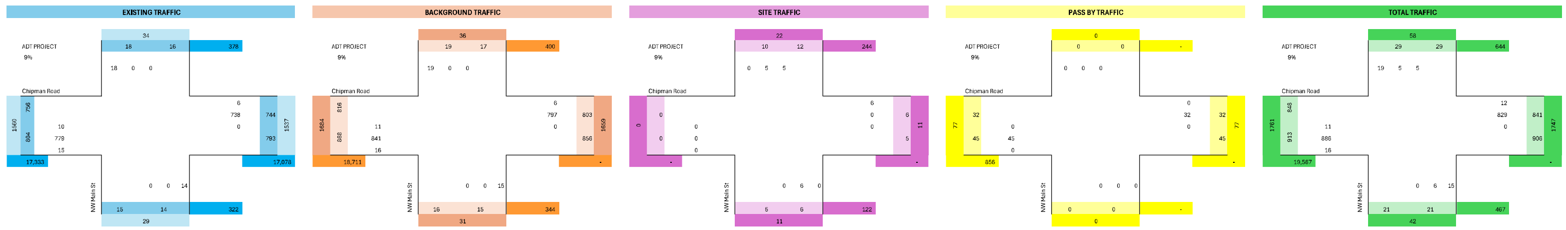




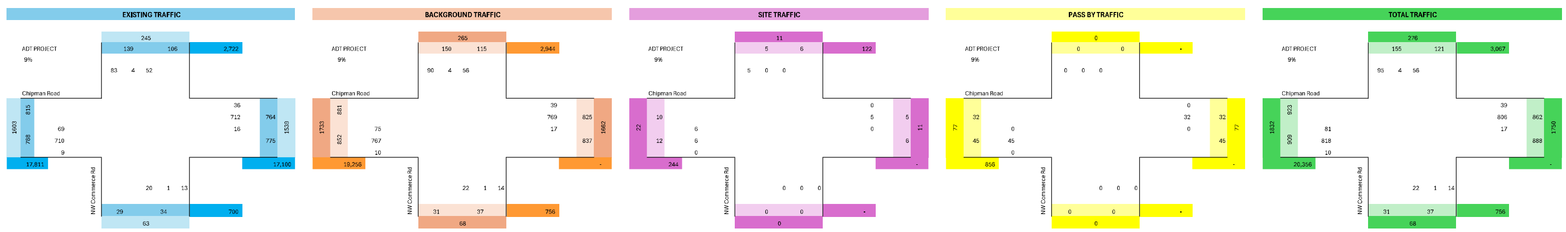
N/S	Douglas Drive													
E/W	Chipman Road			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
GR	2.0%			IN	0	IN	61							
YRS	4			OUT	0	OUT	50							
INT #	80200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	**170**	1.08	184	15%	0			0					45	229
EBT	**553**	1.08	597					0					0	597
EBR	**81**	1.08	87					0					0	87
WBL	**41**	1.08	44					0					0	44
WBT	**440**	1.08	475					0					0	475
WBR	**51**	1.08	55	15%	0			0					34	89
NBL	**102**	1.08	110					0					0	110
NBT	**238**	1.08	257	20%	0	20%	61	12					45	314
NBR	**40**	1.08	43					0					0	43
SBL	**116**	1.08	125	15%	0			0					24	149
SBT	**375**	1.08	405	20%	0	20%	50	10					32	447
SBR	**203**	1.08	219	15%	0			0					32	251



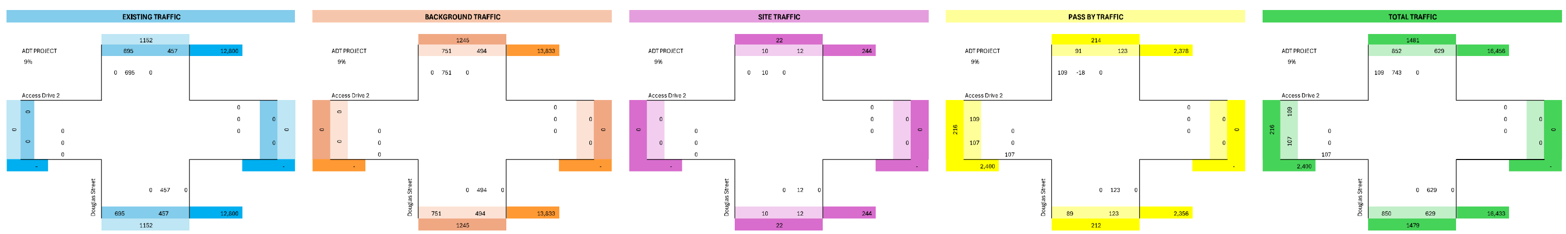
N/S	NW Main St													
E/W	Chipman Road			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
GR	2.0%			IN	0	IN	61							
YRS	4			OUT	0	OUT	50							
INT #	90200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	**10**	1.08	11					0					0	11
EBT	**779**	1.08	841	15%	0			0					45	886
EBR	**15**	1.08	16					0					0	16
WBL		1.08	0					0					0	0
WBT	**738**	1.08	797	15%	0			0					32	829
WBR	**6**	1.08	6			10%	61	6					0	12
NBL		1.08	0					0					0	0
NBT		1.08	0			10%	61	6					0	6
NBR	**14**	1.08	15					0					0	15
SBL		1.08	0			10%	50	5					0	5
SBT		1.08	0			10%	50	5					0	5
SBR	**18**	1.08	19					0					0	19



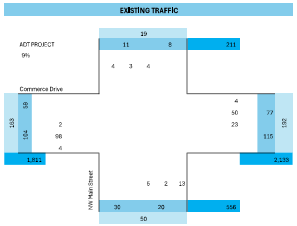
N/S	NW Commerce Rd													
E/W	Chipman Road			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
GR	2.0%			IN	0	IN	61							
YRS	4			OUT	0	OUT	50							
INT #	100200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	**69**	1.08	75			10%	61	6					0	81
EBT	**710**	1.08	767	15%	0	10%	61	6					45	818
EBR	**9**	1.08	10					0					0	10
WBL	**16**	1.08	17					0					0	17
WBT	**712**	1.08	769	15%	0	10%	50	5					32	806
WBR	**36**	1.08	39					0					0	39
NBL	**20**	1.08	22					0					0	22
NBT	**1**	1.08	1					0					0	1
NBR	**13**	1.08	14					0					0	14
SBL	**52**	1.08	56					0					0	56
SBT	**4**	1.08	4					0					0	4
SBR	**83**	1.08	90			10%	50	5					0	95

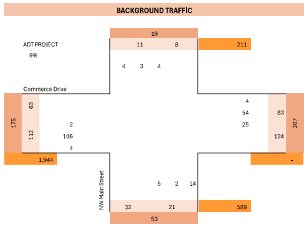


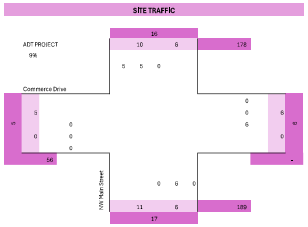
N/S	Douglas Street													
E/W	Access Drive 2			PH 2 SITE TRIP AM PEAK HOUR					PHASE 1 VOLUME AM PEAK HOUR					TOTAL
GR	2.0%			IN	0	IN	61							
YRS	4			OUT	0	OUT	50							
INT #	10200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL		1.08	0					0					0	0
EBT		1.08	0					0					0	0
EBR		1.08	0	50%	0			0					107	107
WBL		1.08	0					0					0	0
WBT		1.08	0					0					0	0
WBR		1.08	0					0					0	0
NBL		1.08	0					0					0	0
NBT	**457**	1.08	494			20%	61	12					123	629
NBR		1.08	0					0					0	0
SBL		1.08	0					0					0	0
SBT	**695**	1.08	751			20%	50	10					-18	743
SBR		1.08	0	50%	0			0					109	109

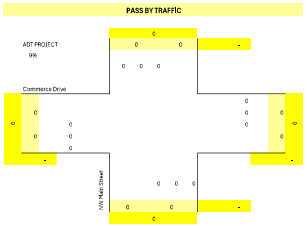


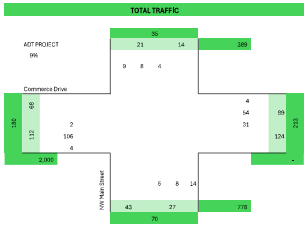
N/S	NW Main Street	PH 2 SITE TRIP AM PEAK HOUR						PHASE 1 VOLUME AM PEAK HOUR					TOTAL
E/W	Commerce Drive	IN	0	IN	61								
GR	2.0%	OUT	0	OUT	50								
YRS	4												
INT #	110200												
	EXT	GRW	BKGRD	DIR	INV	DIR	INV	DIR	INV	DIR	INV		TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL	2	1.08	2					0					0	2
EBT	98	1.08	106					0					0	106
EBR	4	1.08	4					0					0	4
WBL	23	1.08	25			10%	61	6					0	31
WBT	50	1.08	54					0					0	54
WBR	4	1.08	4					0					0	4
NBL	5	1.08	5					0					0	5
NBT	2	1.08	2			10%	61	6					0	8
NBR	13	1.08	14					0					0	14
SBL	4	1.08	4					0					0	4
SBT	3	1.08	3			10%	50	5					0	8
SBR	4	1.08	4			10%	50	5					0	9



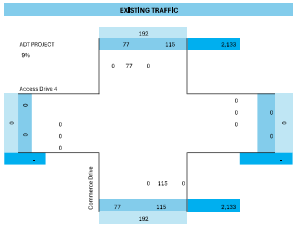


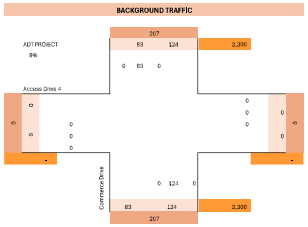


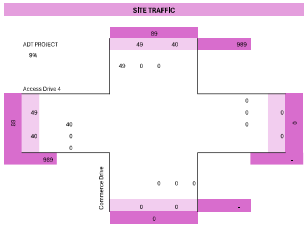


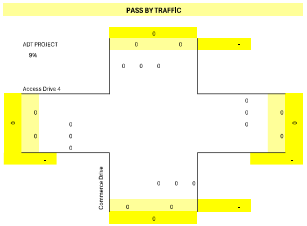


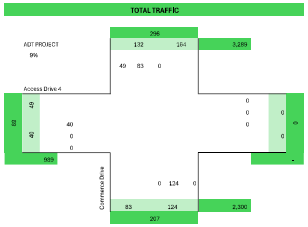
N/S	Commerce Drive	PH 2 SITE TRIP AM PEAK HOUR						PHASE 1 VOLUME AM PEAK HOUR					TOTAL
E/W	Access Drive 4	IN	0	IN	61								
GR	2.0%	OUT	0	OUT	50								
YRS	4												
INT #	30200												
	EXT	GRW	BKGRD	DIR	INV	DIR	INV	DIR	INV	DIR	INV		TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
LBL		1.08	0			80%	50	40					0	40
LBT		1.08	0					0					0	0
EBR		1.08	0					0					0	0
WBL		1.08	0					0					0	0
WBT		1.08	0					0					0	0
WBR		1.08	0					0					0	0
NBL		1.08	0					0					0	0
NBT	115	1.08	124					0					0	124
NBR		1.08	0					0					0	0
SBL		1.08	0					0					0	0
SBT	77	1.08	83					0					0	83
SBR		1.08	0			80%	61	49					0	49











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	597	87	44	475	55	110	257	43	125	405	219
Future Volume (veh/h)	184	597	87	44	475	55	110	257	43	125	405	219
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	200	649	95	48	516	60	120	279	47	136	440	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	227	1110	162	62	940	419	296	1194	199	496	721	611
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Prop Arrive On Green	0.25	0.71	0.71	0.03	0.26	0.26	0.06	0.39	0.39	0.03	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.5	16.7	16.7	75.8	40.3	34.5	24.0	25.2	25.3	21.5	40.4	34.7
Ln Grp LOS	E	B	B	E	D	C	C	C	C	C	D	C
Approach Vol, veh/h		944			624			446			814	
Approach Delay, s/veh		26.2			42.4			24.9			35.6	
Approach LOS		C			D			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	52.0	9.2	47.8	11.7	51.3	20.3	36.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	5.1
Max Q Clear (g_c+I1), s	7.5	9.5	5.2	14.3	6.8	26.9	15.0	17.0
Green Ext Time (g_e), s	0.0	2.1	0.0	5.0	0.0	3.5	0.3	2.3
Prob of Phs Call (p_c)	0.99	1.00	0.80	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	1.00	0.00	0.08	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3049		3111		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		507		455		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	136	0	48	0	120	0	200	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	5.5	0.0	3.2	0.0	4.8	0.0	13.0	0.0
Cycle Q Clear Time (g_c), s	5.5	0.0	3.2	0.0	4.8	0.0	13.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1054	0	0	0	762	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.3	0.0	0.0	0.0	46.3	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	39.5	0.0	0.0	0.0	21.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	496	0	62	0	296	0	227	0
V/C Ratio (X)	0.27	0.00	0.77	0.00	0.41	0.00	0.88	0.00
Avail Cap (c_a), veh/h	496	0	134	0	300	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.3	0.0	57.4	0.0	23.1	0.0	43.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	18.3	0.0	0.9	0.0	17.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.5	0.0	75.8	0.0	24.0	0.0	61.5	0.0
1st-Term Q (Q1), veh/ln	2.4	0.0	1.4	0.0	2.0	0.0	5.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.1	0.0	1.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.4	0.0	1.8	0.0	2.1	0.0	6.1	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	0.22	0.00	0.16	0.00	0.45	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	161	0	370	0	440	0	516
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	7.3	0.0	12.3	0.0	24.9	0.0	15.0
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	12.3	0.0	24.9	0.0	15.0
Lane Grp Cap (c), veh/h	0	696	0	634	0	721	0	940
V/C Ratio (X)	0.00	0.23	0.00	0.58	0.00	0.61	0.00	0.55
Avail Cap (c_a), veh/h	0	696	0	634	0	721	0	940
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	12.8	0.0	36.5	0.0	38.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.9	0.0	3.8	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.2	0.0	16.7	0.0	40.4	0.0	40.3
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	3.4	0.0	11.9	0.0	6.5

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.7	0.0	0.8	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	4.1	0.0	12.7	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.22	0.00	0.30	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	165	0	374	0	238	0	60
Grp Sat Flow (s), veh/h/ln	0	1779	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	7.5	0.0	12.3	0.0	14.9	0.0	3.5
Cycle Q Clear Time (g_c), s	0.0	7.5	0.0	12.3	0.0	14.9	0.0	3.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.29	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	697	0	638	0	611	0	419
V/C Ratio (X)	0.00	0.24	0.00	0.59	0.00	0.39	0.00	0.14
Avail Cap (c_a), veh/h	0	697	0	638	0	611	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.5	0.0	12.8	0.0	32.8	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.9	0.0	1.9	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.3	0.0	16.7	0.0	34.7	0.0	34.5
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	3.4	0.0	6.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.7	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	4.1	0.0	6.3	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.22	0.00	0.89	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.3
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	218	52	102	202	200	16	367	111	307	593	123
Future Volume (veh/h)	120	218	52	102	202	200	16	367	111	307	593	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	237	57	111	220	217	17	399	121	334	645	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	225	615	274	302	289	258	423	1776	792	698	1736	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.17	0.17	0.07	0.16	0.16	0.04	1.00	1.00	0.11	0.59	0.59
Unsig. Movement Delay												
Ln Grp Delay, s/veh	41.0	44.4	42.9	38.9	54.4	62.4	13.9	0.3	0.4	10.8	13.8	13.8
Ln Grp LOS	D	D	D	D	D	E	B	A	A	B	B	B
Approach Vol, veh/h		424			548			537			1113	
Approach Delay, s/veh		43.1			54.5			0.8			12.9	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.8	64.5	12.5	25.3	6.7	75.6	13.7	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	5.0	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	12.3	2.0	8.1	9.1	2.6	15.8	9.2	17.9
Green Ext Time (g_e), s	1.0	3.2	0.1	1.6	0.0	5.8	0.2	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.98	1.00	0.43	1.00	0.99	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	0.78	0.00	0.09	0.55

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2930		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		608		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	334	0	111	0	17	0	130	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	10.3	0.0	6.1	0.0	0.6	0.0	7.2	0.0
Cycle Q Clear Time (g_c), s	10.3	0.0	6.1	0.0	0.6	0.0	7.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	882	0	1085	0	693	0	952	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	62.0	0.0	19.5	0.0	60.0	0.0	19.5	0.0
Perm LT Serve Time (g_u), s	60.0	0.0	13.7	0.0	57.3	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	1.2	0.0	0.7	0.0	0.1	0.0	2.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	698	0	302	0	423	0	225	0
V/C Ratio (X)	0.48	0.00	0.37	0.00	0.04	0.00	0.58	0.00
Avail Cap (c_a), veh/h	968	0	339	0	487	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.3	0.0	38.2	0.0	13.9	0.0	38.7	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.7	0.0	0.0	0.0	2.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.8	0.0	38.9	0.0	13.9	0.0	41.0	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	2.7	0.0	0.2	0.0	3.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.0	0.0	2.8	0.0	0.2	0.0	3.3	0.0
%ile Storage Ratio (RQ%)	0.29	0.00	0.47	0.00	0.04	0.00	0.51	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	399	0	237	0	391	0	220
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	7.1	0.0	13.8	0.0	14.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.1	0.0	13.8	0.0	14.2
Lane Grp Cap (c), veh/h	0	1776	0	615	0	1053	0	289
V/C Ratio (X)	0.00	0.22	0.00	0.39	0.00	0.37	0.00	0.76
Avail Cap (c_a), veh/h	0	1776	0	903	0	1053	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	44.0	0.0	12.8	0.0	48.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.0	1.0	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	44.4	0.0	13.8	0.0	54.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.1	0.0	5.4	0.0	6.3

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.2	0.0	5.7	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.08	0.00	0.21	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	121	0	57	0	388	0	217
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1761	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	3.7	0.0	13.8	0.0	15.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.7	0.0	13.8	0.0	15.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.35	0.00	1.00
Lane Grp Cap (c), veh/h	0	792	0	274	0	1043	0	258
V/C Ratio (X)	0.00	0.15	0.00	0.21	0.00	0.37	0.00	0.84
Avail Cap (c_a), veh/h	0	792	0	403	0	1043	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	42.6	0.0	12.8	0.0	48.7
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.4	0.0	1.0	0.0	13.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	42.9	0.0	13.8	0.0	62.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	5.3	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.5	0.0	5.6	0.0	7.3
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.27	0.00	0.21	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	294	26	54	294	9	35	8	82	22	3	71
Future Vol, veh/h	22	294	26	54	294	9	35	8	82	22	3	71
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	190	-	-	120	-	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	24	320	28	59	320	10	38	9	89	24	3	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	329	0	0	348	0	0	660	828	174	649	833	160
Stage 1	-	-	-	-	-	-	382	382	-	437	437	-
Stage 2	-	-	-	-	-	-	279	447	-	212	396	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1227	-	-	1208	-	-	348	305	839	355	303	857
Stage 1	-	-	-	-	-	-	613	611	-	568	578	-
Stage 2	-	-	-	-	-	-	704	572	-	770	603	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1227	-	-	1208	-	-	292	284	839	287	283	857
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	284	-	287	283	-
Stage 1	-	-	-	-	-	-	601	599	-	541	550	-
Stage 2	-	-	-	-	-	-	606	544	-	665	591	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.51	1.23	14.63	12.81
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	509	1227	-	-	1208	-	-	565
HCM Lane V/C Ratio	0.267	0.019	-	-	0.049	-	-	0.185
HCM Ctrl Dly (s/v)	14.6	8	-	-	8.1	-	-	12.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.1	0.1	-	-	0.2	-	-	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	767	10	17	769	39	22	1	14	56	4	90
Future Volume (veh/h)	75	767	10	17	769	39	22	1	14	56	4	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	834	11	18	836	42	24	1	15	61	4	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	105	2102	28	33	1877	94	263	21	142	181	28	253
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.04	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	67.5	14.6	14.5	70.0	1.5	1.4	32.7	0.0	0.0	37.2	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			D		
Approach Vol, veh/h		927			896			40			163	
Approach Delay, s/veh		19.2			2.8			32.7			37.2	
Approach LOS		B			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.8	75.2		38.0	11.6	70.4
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.5	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		4.3	3.2	17.1		12.1	7.4	2.0
Green Ext Time (g_e), s		0.2	0.0	6.4		0.9	0.1	6.9
Prob of Phs Call (p_c)		1.00	0.45	1.00		1.00	0.93	1.00
Prob of Max Out (p_x)		0.00	0.01	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		783	1781			509	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		77		3591		102		3443

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		516		47		921		173

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	40	18	0	0	163	82	0
Grp Sat Flow (s), veh/h/ln	0	1376	1781	0	0	1532	1781	0
Q Serve Time (g_s), s	0.0	0.0	1.2	0.0	0.0	6.7	5.4	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	1.2	0.0	0.0	10.1	5.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1313	0	0	0	1419	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1256	0	0	0	1836	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	22.9	0.0	0.0	0.0	30.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.7	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	3.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.3	0.0	0.0	0.0	3.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.37	1.00	0.00
Lane Grp Cap (c), veh/h	0	427	33	0	0	463	105	0
V/C Ratio (X)	0.00	0.09	0.54	0.00	0.00	0.35	0.78	0.00
Avail Cap (c_a), veh/h	0	427	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	57.2	0.0	0.0	35.1	55.7	0.0
Incr Delay (d2), s/veh	0.0	0.4	12.7	0.0	0.0	2.1	11.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	70.0	0.0	0.0	37.2	67.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.5	0.0	0.0	3.9	2.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.3	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.6	0.0	0.0	4.1	2.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.18	0.00	0.00	0.45	0.79	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	413	0	0	0	431
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1040	0	0	0	969
V/C Ratio (X)	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1040	0	0	0	969
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.6	0.0	0.0	0.0	1.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	432	0	0	0	447
Grp Sat Flow (s), veh/h/ln	0	0	0	1862	0	0	0	1839
Q Serve Time (g_s), s	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.37	0.00	0.03	0.00	0.60	0.00	0.09
Lane Grp Cap (c), veh/h	0	0	0	1090	0	0	0	1003
V/C Ratio (X)	0.00	0.00	0.00	0.40	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	0	0	1090	0	0	0	1003
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.1	0.0	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.5	0.0	0.0	0.0	1.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.7
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	841	797	6	0	19
Future Vol, veh/h	11	841	797	6	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	914	866	7	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	873	0	-	0	-	436
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	769	-	-	-	0	568
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	769	-	-	-	-	568
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	11.58
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	769	-	-	-	568
HCM Lane V/C Ratio	0.016	-	-	-	0.036
HCM Ctrl Dly (s/v)	9.8	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	106	4	25	54	4	5	2	14	4	3	4
Future Vol, veh/h	2	106	4	25	54	4	5	2	14	4	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	115	4	27	59	4	5	2	15	4	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	120	0	0	236	239	117	236	239	61
Stage 1	-	-	-	-	-	-	122	122	-	115	115	-
Stage 2	-	-	-	-	-	-	115	117	-	121	124	-
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	1540	-	-	1468	-	-	718	662	935	719	662	1004
Stage 1	-	-	-	-	-	-	882	795	-	890	800	-
Stage 2	-	-	-	-	-	-	890	798	-	884	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1468	-	-	697	648	935	690	648	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	648	-	690	648	-
Stage 1	-	-	-	-	-	-	881	794	-	872	785	-
Stage 2	-	-	-	-	-	-	866	783	-	866	792	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	2.26	9.45	9.79
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	32	-	-	535	-	-	764
HCM Lane V/C Ratio	0.027	0.001	-	-	0.019	-	-	0.016
HCM Ctrl Dly (s/v)	9.4	7.3	0	-	7.5	0	-	9.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	8	482	12	4	742
Future Vol, veh/h	9	8	482	12	4	742
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	10	9	524	13	4	807

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	942	268	0	0	537	0
Stage 1	530	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	261	730	-	-	1027	-
Stage 1	554	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	260	730	-	-	1027	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	554	-	-	-	-	-
Stage 2	633	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.16	0	0.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	373	19	-
HCM Lane V/C Ratio	-	-	0.05	0.004	-
HCM Ctrl Dly (s/v)	-	-	15.2	8.5	0
HCM Lane LOS	-	-	C	A	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)	233	597	87	44	475	92	110	319	43	151	450	254
Future Volume (veh/h)	233	597	87	44	475	92	110	319	43	151	450	254
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	649	95	48	516	100	120	347	47	164	489	276
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	279	1188	174	62	925	413	268	1154	155	434	671	569
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33
Prop Arrive On Green	0.31	0.76	0.76	0.03	0.26	0.26	0.06	0.37	0.37	0.07	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	61.6	13.1	13.1	75.5	40.8	36.4	26.2	28.2	28.3	24.8	33.5	26.8
Ln Grp LOS	E	B	B	E	D	D	C	C	C	C	C	C
Approach Vol, veh/h		997			664			514			929	
Approach Delay, s/veh		25.4			42.7			27.8			29.9	
Approach LOS		C			D			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	11.0	49.0	9.2	50.8	11.9	48.1	23.8	36.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	44.0	12.0	38.0	7.0	43.0	25.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	5.1
Max Q Clear (g_c+I1), s	8.0	11.5	5.2	12.2	7.1	27.1	18.4	17.1
Green Ext Time (g_e), s	0.0	2.5	0.0	5.1	0.0	3.8	0.4	2.3
Prob of Phs Call (p_c)	1.00	1.00	0.80	1.00	0.98	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.02	0.00	1.00	0.00	0.14	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3148		3111		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		423		455		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	164	0	48	0	120	0	253	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	3.2	0.0	5.1	0.0	16.4	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	3.2	0.0	5.1	0.0	16.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	990	0	0	0	702	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	43.1	0.0	0.0	0.0	43.1	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	34.5	0.0	0.0	0.0	17.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	4.1	0.0	0.0	0.0	5.2	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	434	0	62	0	268	0	279	0
V/C Ratio (X)	0.38	0.00	0.77	0.00	0.45	0.00	0.91	0.00
Avail Cap (c_a), veh/h	434	0	178	0	269	0	371	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	24.2	0.0	57.4	0.0	25.1	0.0	40.4	0.0
Incr Delay (d2), s/veh	0.5	0.0	18.1	0.0	1.2	0.0	21.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.8	0.0	75.5	0.0	26.2	0.0	61.6	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	1.4	0.0	2.1	0.0	6.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.1	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.6	0.0	1.8	0.0	2.2	0.0	7.7	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.22	0.00	0.17	0.00	0.57	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	195	0	370	0	489	0	516
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	9.3	0.0	10.1	0.0	25.1	0.0	15.1
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	10.1	0.0	25.1	0.0	15.1
Lane Grp Cap (c), veh/h	0	652	0	678	0	671	0	925
V/C Ratio (X)	0.00	0.30	0.00	0.55	0.00	0.73	0.00	0.56
Avail Cap (c_a), veh/h	0	652	0	678	0	671	0	925
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.0	0.0	10.0	0.0	26.7	0.0	38.4
Incr Delay (d2), s/veh	0.0	1.2	0.0	3.1	0.0	6.8	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	0.0	13.1	0.0	33.5	0.0	40.8
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	2.7	0.0	10.2	0.0	6.6

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	1.3	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	3.3	0.0	11.5	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.18	0.00	0.47	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	199	0	374	0	276	0	100
Grp Sat Flow (s), veh/h/ln	0	1794	0	1789	0	1585	0	1585
Q Serve Time (g_s), s	0.0	9.5	0.0	10.2	0.0	14.2	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	9.5	0.0	10.2	0.0	14.2	0.0	6.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	0.00	0.25	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	658	0	683	0	569	0	413
V/C Ratio (X)	0.00	0.30	0.00	0.55	0.00	0.49	0.00	0.24
Avail Cap (c_a), veh/h	0	658	0	683	0	569	0	413
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.1	0.0	10.0	0.0	23.8	0.0	35.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	3.1	0.0	2.9	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	13.1	0.0	26.8	0.0	36.4
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	2.8	0.0	4.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.5	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	3.3	0.0	5.3	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.18	0.00	0.75	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	228	98	128	214	200	54	402	129	307	644	135
Future Volume (veh/h)	130	228	98	128	214	200	54	402	129	307	644	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	248	107	139	233	217	59	437	140	334	700	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	235	587	262	308	290	259	405	1751	781	670	1663	349
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.17	0.17	0.08	0.16	0.16	0.07	0.99	0.99	0.11	0.57	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh	40.8	45.4	45.9	38.5	57.4	62.2	13.7	0.8	0.9	11.2	16.0	16.0
Ln Grp LOS	D	D	D	D	E	E	B	A	A	B	B	B
Approach Vol, veh/h		496			589			636			1181	
Approach Delay, s/veh		44.2			54.7			2.0			14.6	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	17.9	63.6	14.1	24.3	8.8	72.8	14.4	24.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	12.5	2.3	9.7	9.5	3.9	18.3	9.8	17.9
Green Ext Time (g_e), s	1.0	3.6	0.0	1.9	0.0	6.4	0.2	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	0.86	1.00	0.99	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.17	0.56

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2923		1779

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		614		1584

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	334	0	139	0	59	0	141	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	10.5	0.0	7.7	0.0	1.9	0.0	7.8	0.0
Cycle Q Clear Time (g_c), s	10.5	0.0	7.7	0.0	1.9	0.0	7.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	836	0	1026	0	650	0	940	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	61.1	0.0	19.6	0.0	59.1	0.0	19.6	0.0
Perm LT Serve Time (g_u), s	58.8	0.0	12.3	0.0	51.9	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	1.5	0.0	1.1	0.0	0.7	0.0	2.8	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	670	0	308	0	405	0	235	0
V/C Ratio (X)	0.50	0.00	0.45	0.00	0.15	0.00	0.60	0.00
Avail Cap (c_a), veh/h	938	0	321	0	438	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.98	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.6	0.0	37.5	0.0	13.5	0.0	38.4	0.0
Incr Delay (d2), s/veh	0.6	0.0	1.0	0.0	0.2	0.0	2.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.2	0.0	38.5	0.0	13.7	0.0	40.8	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	3.4	0.0	0.7	0.0	3.4	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.1	0.0	3.4	0.0	0.8	0.0	3.6	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.58	0.00	0.13	0.00	0.55	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	437	0	248	0	425	0	233
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.3	0.0	7.5	0.0	16.3	0.0	15.1
Cycle Q Clear Time (g_c), s	0.0	0.3	0.0	7.5	0.0	16.3	0.0	15.1
Lane Grp Cap (c), veh/h	0	1751	0	587	0	1011	0	290
V/C Ratio (X)	0.00	0.25	0.00	0.42	0.00	0.42	0.00	0.80
Avail Cap (c_a), veh/h	0	1751	0	903	0	1011	0	378
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.5	0.0	44.9	0.0	14.7	0.0	48.3
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.5	0.0	1.3	0.0	9.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.8	0.0	45.4	0.0	16.0	0.0	57.4
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	3.3	0.0	6.4	0.0	6.7

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.4	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	3.4	0.0	6.8	0.0	7.4
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.08	0.00	0.25	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	140	0	107	0	422	0	217
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1760	0	1585
Q Serve Time (g_s), s	0.0	0.2	0.0	7.3	0.0	16.3	0.0	15.9
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	7.3	0.0	16.3	0.0	15.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.35	0.00	1.00
Lane Grp Cap (c), veh/h	0	781	0	262	0	1001	0	259
V/C Ratio (X)	0.00	0.18	0.00	0.41	0.00	0.42	0.00	0.84
Avail Cap (c_a), veh/h	0	781	0	403	0	1001	0	337
Upstream Filter (I)	0.00	0.98	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.5	0.0	44.8	0.0	14.7	0.0	48.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	1.0	0.0	1.3	0.0	13.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.9	0.0	45.9	0.0	16.0	0.0	62.2
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	2.9	0.0	6.4	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.4	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	2.9	0.0	6.7	0.0	7.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.53	0.00	0.25	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	25.1
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	330	63	66	320	9	45	8	112	22	3	71
Future Vol, veh/h	22	330	63	66	320	9	45	8	112	22	3	71
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	190	-	-	120	-	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	24	359	68	72	348	10	49	9	122	24	3	77

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	427	0	0	760	942	214	723	966	174
Stage 1	-	-	-	-	-	-	441	441	-	491	491	-
Stage 2	-	-	-	-	-	-	319	501	-	232	475	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1198	-	-	1129	-	-	295	262	791	314	253	839
Stage 1	-	-	-	-	-	-	565	575	-	528	546	-
Stage 2	-	-	-	-	-	-	667	541	-	750	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1198	-	-	1129	-	-	243	240	791	236	232	839
Mov Cap-2 Maneuver	-	-	-	-	-	-	243	240	-	236	232	-
Stage 1	-	-	-	-	-	-	554	564	-	494	512	-
Stage 2	-	-	-	-	-	-	563	506	-	613	544	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.43	1.4	17.83	14.02
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	458	1198	-	-	1129	-	-	503
HCM Lane V/C Ratio	0.392	0.02	-	-	0.064	-	-	0.207
HCM Ctrl Dly (s/v)	17.8	8.1	-	-	8.4	-	-	14
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.8	0.1	-	-	0.2	-	-	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	822	10	17	809	39	22	1	14	56	4	95
Future Volume (veh/h)	81	822	10	17	809	39	22	1	14	56	4	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	893	11	18	879	42	24	1	15	61	4	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	112	2104	26	33	1869	89	261	21	141	176	28	259
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.04	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.8	15.0	14.9	70.0	1.7	1.6	32.8	0.0	0.0	37.4	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			D		
Approach Vol, veh/h		992			939			40			168	
Approach Delay, s/veh		19.6			2.9			32.8			37.4	
Approach LOS		B			A			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.8	75.2		38.0	12.0	70.0
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.5	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		4.3	3.2	18.4		12.4	7.8	2.0
Green Ext Time (g_e), s		0.2	0.0	7.0		0.9	0.1	7.4
Prob of Phs Call (p_c)		1.00	0.45	1.00		1.00	0.95	1.00
Prob of Max Out (p_x)		0.00	0.01	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		776	1781			492	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		77		3595		102		3453

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		512		44		941		165

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	40	18	0	0	168	88	0
Grp Sat Flow (s), veh/h/ln	0	1365	1781	0	0	1534	1781	0
Q Serve Time (g_s), s	0.0	0.0	1.2	0.0	0.0	6.9	5.8	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	1.2	0.0	0.0	10.4	5.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1307	0	0	0	1419	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1229	0	0	0	1837	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	22.6	0.0	0.0	0.0	30.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	3.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.3	0.0	0.0	0.0	3.5	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.36	1.00	0.00
Lane Grp Cap (c), veh/h	0	423	33	0	0	463	112	0
V/C Ratio (X)	0.00	0.09	0.54	0.00	0.00	0.36	0.79	0.00
Avail Cap (c_a), veh/h	0	423	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.3	57.2	0.0	0.0	35.2	55.4	0.0
Incr Delay (d2), s/veh	0.0	0.4	12.7	0.0	0.0	2.2	11.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.8	70.0	0.0	0.0	37.4	66.8	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.5	0.0	0.0	4.0	2.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.3	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.6	0.0	0.0	4.3	3.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.18	0.00	0.00	0.47	0.84	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	441	0	0	0	452
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1040	0	0	0	962
V/C Ratio (X)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.47
Avail Cap (c_a), veh/h	0	0	0	1040	0	0	0	962
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	15.0	0.0	0.0	0.0	1.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	463	0	0	0	469
Grp Sat Flow (s), veh/h/ln	0	0	0	1862	0	0	0	1841
Q Serve Time (g_s), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.37	0.00	0.02	0.00	0.61	0.00	0.09
Lane Grp Cap (c), veh/h	0	0	0	1090	0	0	0	996
V/C Ratio (X)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	0.47
Avail Cap (c_a), veh/h	0	0	0	1090	0	0	0	996
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.9	0.0	0.0	0.0	1.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	11	890	832	12	5	19
Future Vol, veh/h	11	890	832	12	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	967	904	13	5	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	917	0	-	0	1418	459
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	508	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	739	-	-	-	128	549
Stage 1	-	-	-	-	353	-
Stage 2	-	-	-	-	569	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	739	-	-	-	126	549
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	569	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	11.81
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	739	-	-	-	549
HCM Lane V/C Ratio	0.016	-	-	-	0.038
HCM Ctrl Dly (s/v)	9.9	-	-	-	11.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	106	4	31	54	4	5	8	14	4	8	9
Future Vol, veh/h	2	106	4	31	54	4	5	8	14	4	8	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	115	4	34	59	4	5	9	15	4	9	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	120	0	0	252	252	117	252	252	61
Stage 1	-	-	-	-	-	-	122	122	-	128	128	-
Stage 2	-	-	-	-	-	-	130	130	-	124	124	-
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	1540	-	-	1468	-	-	701	651	935	701	651	1004
Stage 1	-	-	-	-	-	-	882	795	-	875	790	-
Stage 2	-	-	-	-	-	-	873	788	-	880	793	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1468	-	-	668	635	935	663	635	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	668	635	-	663	635	-
Stage 1	-	-	-	-	-	-	881	794	-	855	771	-
Stage 2	-	-	-	-	-	-	835	769	-	855	792	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.13	2.62	9.86	9.88
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	770	32	-	-	618	-	-	761
HCM Lane V/C Ratio	0.038	0.001	-	-	0.023	-	-	0.03
HCM Ctrl Dly (s/v)	9.9	7.3	0	-	7.5	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	0	48	9	0	8	145	486	12	4	807	58
Future Volume (veh/h)	88	0	48	9	0	8	145	486	12	4	807	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	0	52	10	0	9	158	528	13	4	877	63
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	180	0	144	141	0	144	552	2927	72	774	2848	205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.09	0.00	0.09	0.09	0.00	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.3	0.0	52.8	53.6	0.0	50.1	1.3	0.3	0.3	0.0	0.5	0.5
Ln Grp LOS	E		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		148			19			699			944	
Approach Delay, s/veh		55.1			51.9			0.5			0.5	
Approach LOS		E			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		6.0		6.0		6.0
Phs Duration (G+Y+Rc), s		104.1		15.9		104.1		15.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green (Gmax), s		92.0		18.0		92.0		18.0
Max Allow Headway (MAH), s		5.7		4.4		5.3		4.7
Max Q Clear (g_c+I1), s		2.0		10.7		2.0		6.5
Green Ext Time (g_e), s		5.9		0.3		7.8		0.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.11		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		596		1406		865		1352

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3544		0		3448		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		87		1585		248		1585

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	158	0	96	0	4	0	10
Grp Sat Flow (s), veh/h/ln	0	596	0	1406	0	865	0	1352
Q Serve Time (g_s), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	4.5
Perm LT Sat Flow (s_l), veh/h/ln	0	596	0	1406	0	865	0	1352
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	99.1	0.0	10.9	0.0	99.1	0.0	10.9
Perm LT Serve Time (g_u), s	0.0	99.1	0.0	10.3	0.0	99.1	0.0	7.2
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	8.0	0.0	0.0	0.0	0.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	552	0	180	0	774	0	141
V/C Ratio (X)	0.00	0.29	0.00	0.53	0.00	0.01	0.00	0.07
Avail Cap (c_a), veh/h	0	552	0	264	0	774	0	221
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.91	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	53.8	0.0	0.0	0.0	53.4
Incr Delay (d2), s/veh	0.0	1.3	0.0	2.4	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.3	0.0	56.3	0.0	0.0	0.0	53.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	3.0	0.0	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.46	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	264	0	0	0	476	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1468	0	0	0	1545	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1468	0	0	0	1545	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.91	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	277	0	52	0	464	0	9
Grp Sat Flow (s), veh/h/ln	0	1855	0	1585	0	1826	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	1.00	0.00	0.14	0.00	1.00
Lane Grp Cap (c), veh/h	0	1532	0	144	0	1508	0	144
V/C Ratio (X)	0.00	0.18	0.00	0.36	0.00	0.31	0.00	0.06
Avail Cap (c_a), veh/h	0	1532	0	238	0	1508	0	238
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.91	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	51.3	0.0	0.0	0.0	49.9
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.5	0.0	0.5	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	52.8	0.0	0.5	0.0	50.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.5	0.0	0.2	0.0	0.3
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.24	0.00	0.01	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	5.5
HCM 7th LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	116	0	638	742	122
Future Vol, veh/h	0	116	0	638	742	122
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	126	0	693	807	133

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	470	-	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	540	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	540	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.68	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	540	-	-
HCM Lane V/C Ratio	-	0.233	-	-
HCM Ctrl Dly (s/v)	-	13.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	0	0	124	83	49
Future Vol, veh/h	40	0	0	124	83	49
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	43	0	0	135	90	53

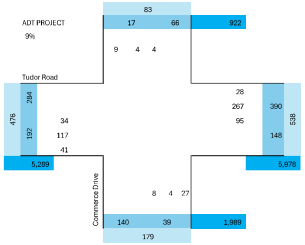
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	117	143	0	-	0
Stage 1	117	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	935	1439	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	935	1439	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	892	-	-	-	-	-

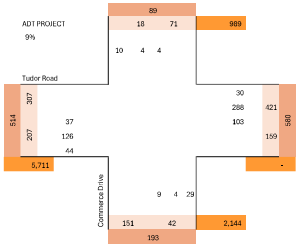
Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.19	0	0
HCM LOS	B		

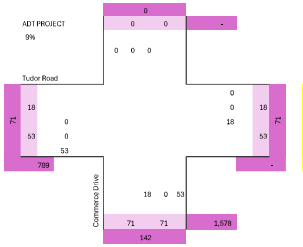
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1439	-	737	-	-
HCM Lane V/C Ratio	-	-	0.059	-	-
HCM Ctrl Dly (s/v)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

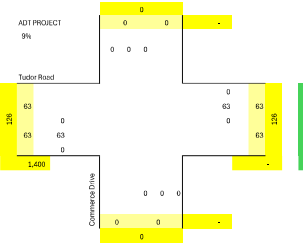
PHASE 2 - PM PEAK HOUR CALCULATIONS

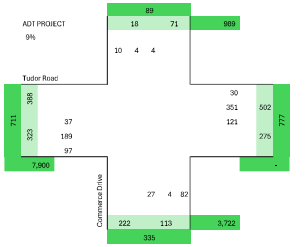
N/S	Commerce Drive			PH 2 SITE TRIP PM PEAK HOUR					PHASE 1 VOLUME PM PEAK HOUR					TOTAL
E/W	Tudor Road			IN 0		IN 88								
GR	2.0%			OUT 0		OUT 88								
YRS	4													
INT #	60200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	34	1.08	37					0					0	37
EBT	117	1.08	126					0					63	189
EBR	41	1.08	44			60%	88	53					0	97
WBL	95	1.08	103			20%	88	18					0	121
WBT	267	1.08	288					0					63	351
WBR	28	1.08	30					0					0	30
NBL	8	1.08	9			20%	88	18					0	27
NBT	4	1.08	4					0					0	4
NBR	27	1.08	29			60%	88	53					0	82
SBL	4	1.08	4					0					0	4
SBT	4	1.08	4					0					0	4
SBR	9	1.08	10					0					0	10



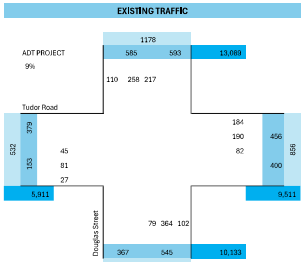


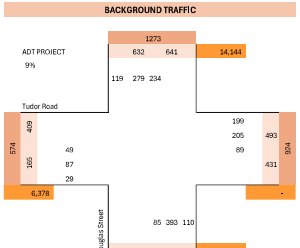


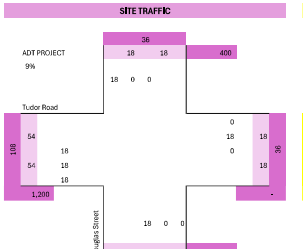


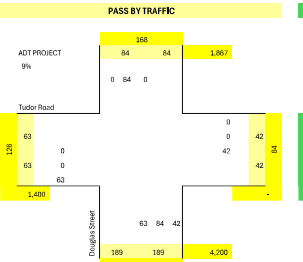


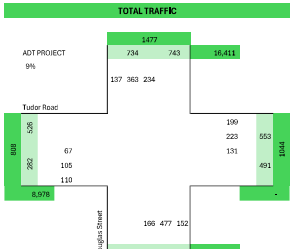
N/S	Douglas Street			PH 2 SITE TRIP PM PEAK HOUR					PHASE 1 VOLUME PM PEAK HOUR					TOTAL
E/W	Tudor Road			IN 0		IN 88								
GR	2.0%			OUT 0		OUT 88								
YRS	4													
INT #	60200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	45	1.08	49			20%	88	18					0	67
EBT	81	1.08	87			20%	88	18					0	105
EBR	27	1.08	29			20%	88	18					63	110
WBL	82	1.08	89	20%	0			0					42	131
WBT	190	1.08	205			20%	88	18					0	223
WBR	184	1.08	199					0					0	199
NBL	79	1.08	85			20%	88	18					63	166
NBT	364	1.08	393	30%	0			0					84	477
NBR	102	1.08	110	20%	0			0					42	152
SBL	217	1.08	234					0					0	234
SBT	258	1.08	279	30%	0			0					84	363
SBR	110	1.08	119			20%	88	18					0	137



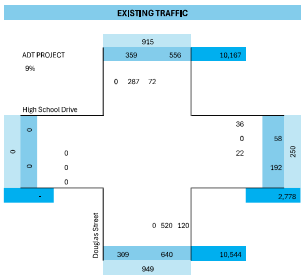


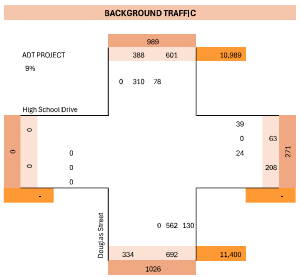


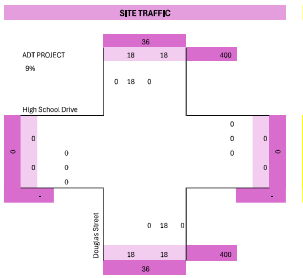


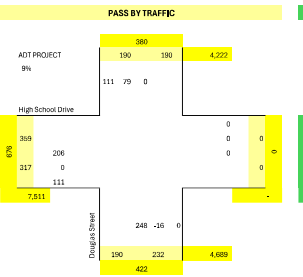


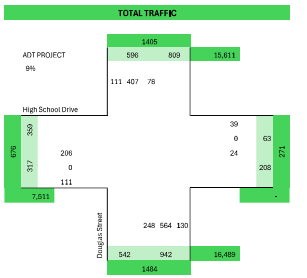
N/S	Douglas Street			PH 2 SITE TRIP PM PEAK HOUR					PHASE 1 VOLUME PM PEAK HOUR					TOTAL
E/W	High School Drive			IN 0		IN 88								
GR	2.0%			OUT 0		OUT 88								
YRS	4													
INT #	70200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	0	1.08	0	50%	0			0					206	206
EBT	0	1.08	0					0					0	0
EBR	0	1.08	0					0					111	111
WBL	22	1.08	24					0					0	24
WBT		1.08	0					0					0	0
WBR	36	1.08	39					0					0	39
NBL	0	1.08	0	50%	0			0					248	248
NBT	520	1.08	562			20%	88	18					-16	564
NBR	120	1.08	130					0					0	130
SBL	72	1.08	78					0					0	78
SBT	287	1.08	310	50%	0	20%	88	18					79	407
SBR		1.08	0					0					111	111





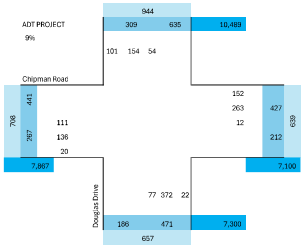




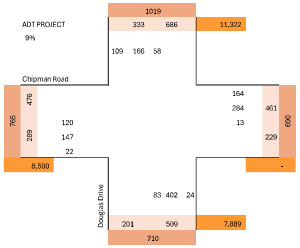


N/S	Douglas Drive			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Chipman Road			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	80200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	111	1.08	120	15%	0			0					84	204
EBT	136	1.08	147					0					0	147
EBR	20	1.08	22					0					0	22
WBL	12	1.08	13					0					0	13
WBT	263	1.08	284					0					0	284
WBR	152	1.08	164	15%	0			0					63	227
NBL	77	1.08	83					0					0	83
NBT	372	1.08	402	20%	0	20%	88	18					84	504
NBR	22	1.08	24					0					0	24
SBL	54	1.08	58	15%	0			0					63	121
SBT	154	1.08	166	20%	0	20%	88	18					84	268
SBR	101	1.08	109	15%	0			0					84	193

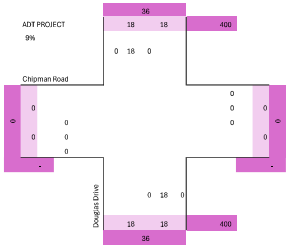
EXISTING TRAFFIC



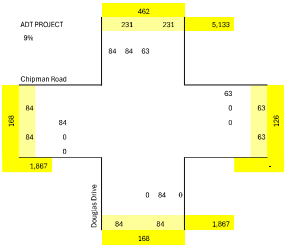
BACKGROUND TRAFFIC



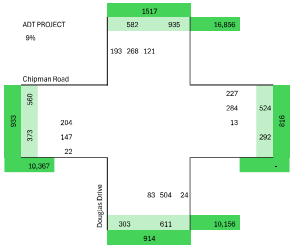
SITE TRAFFIC



PASS BY TRAFFIC

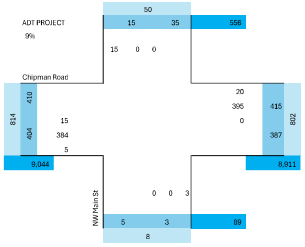


TOTAL TRAFFIC

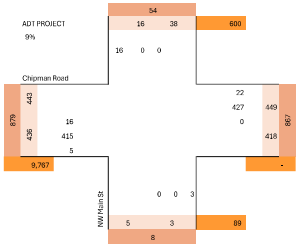


N/S	NW Main St			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Chipman Road			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	90200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	15	1.08	16					0					0	16
EBT	384	1.08	415	15%	0			0					84	499
EBR	5	1.08	5					0					0	5
WBL		1.08	0					0					0	0
WBT	395	1.08	427	15%	0			0					84	511
WBR	20	1.08	22			10%	88	9					0	31
NBL		1.08	0					0					0	0
NBT		1.08	0			10%	88	9					0	9
NBR	3	1.08	3					0					0	3
SBL		1.08	0			10%	88	9					0	9
SBT		1.08	0			10%	88	9					0	9
SBR	15	1.08	16					0					0	16

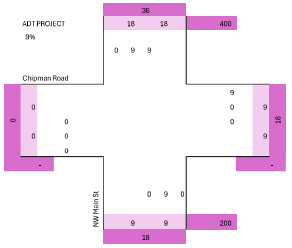
EXISTING TRAFFIC



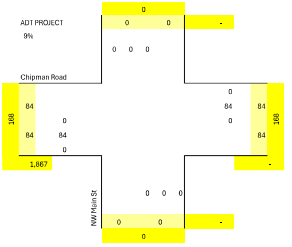
BACKGROUND TRAFFIC



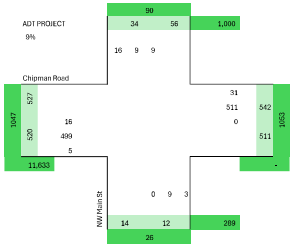
SITE TRAFFIC



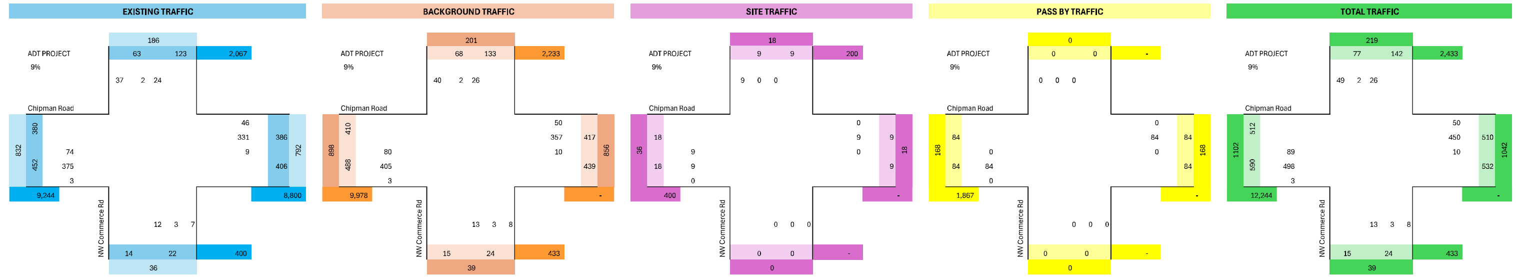
PASS BY TRAFFIC



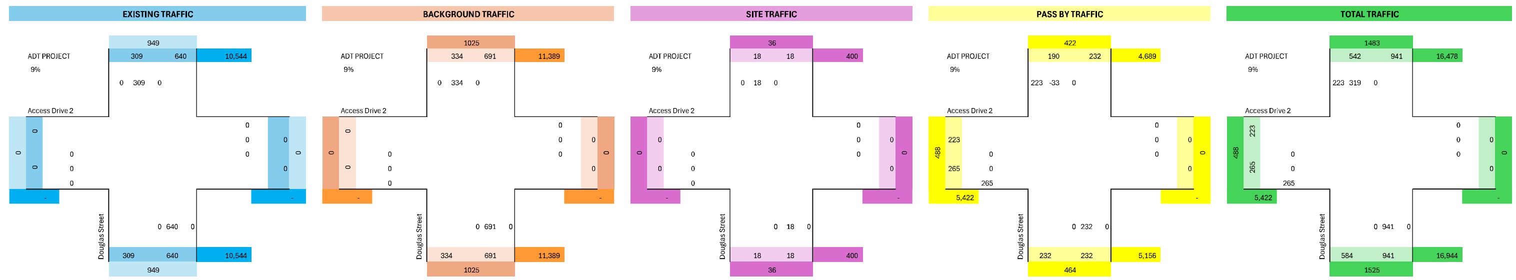
TOTAL TRAFFIC



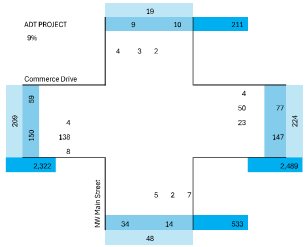
N/S	NW Commerce Rd			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Chipman Road			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	100200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL	**74**	1.08	80			10%	88	9					0	89
EBT	**375**	1.08	405	15%	0	10%	88	9					84	498
EBR	**3**	1.08	3					0					0	3
WBL	**9**	1.08	10					0					0	10
WBT	**331**	1.08	357	15%	0	10%	88	9					84	450
WBR	**46**	1.08	50					0					0	50
NBL	**12**	1.08	13					0					0	13
NBT	**3**	1.08	3					0					0	3
NBR	**7**	1.08	8					0					0	8
SBL	**24**	1.08	26					0					0	26
SBT	**2**	1.08	2					0					0	2
SBR	**37**	1.08	40			10%	88	9					0	49

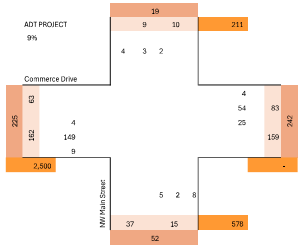


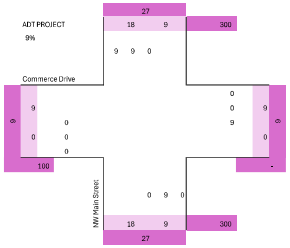
N/S	Douglas Street			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Access Drive 2			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	10200													
MVMT	EXT TRFC	GRW x	BKGRD TRFC	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	DIR %	IN/ OUT	DIR %	IN/ OUT	TL	TOTAL TRAFFIC
EBL		1.08	0					0					0	0
EBT		1.08	0					0					0	0
EBR		1.08	0	50%	0			0					265	265
WBL		1.08	0					0					0	0
WBT		1.08	0					0					0	0
WBR		1.08	0					0					0	0
NBL		1.08	0					0					0	0
NBT	**640**	1.08	691			20%	88	18					232	941
NBR		1.08	0					0					0	0
SBL		1.08	0					0					0	0
SBT	**309**	1.08	334			20%	88	18					-33	319
SBR		1.08	0	50%	0			0					223	223

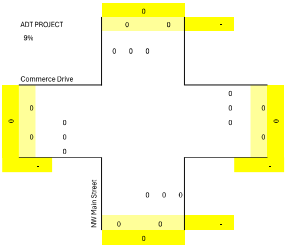


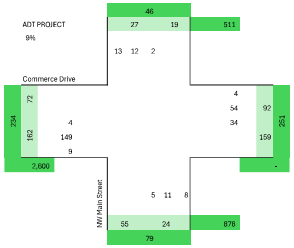
N/S	NW Main Street			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Commerce Drive			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	110200													
	EXT	GRW	BKGRD	DIR	IN/	DIR	IN/		DIR	IN/	DIR	IN/		TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL	4	1.08	4					0					0	4
EBT	138	1.08	149					0					0	149
EBR	8	1.08	9					0					0	9
WBL	23	1.08	25			10%	88	9					0	34
WBT	50	1.08	54					0					0	54
WBR	4	1.08	4					0					0	4
NBL	5	1.08	5					0					0	5
NBT	2	1.08	2			10%	88	9					0	11
NBR	7	1.08	8					0					0	8
SBL	2	1.08	2					0					0	2
SBT	3	1.08	3			10%	88	9					0	12
SBR	4	1.08	4			10%	88	9					0	13



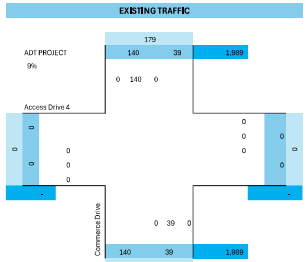


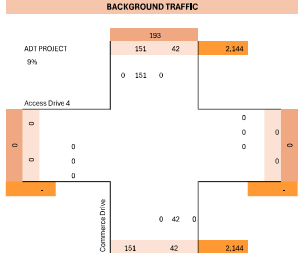


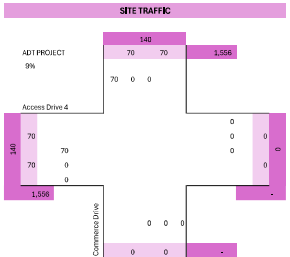


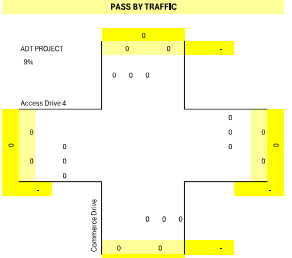


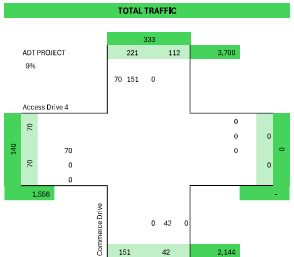
N/S	Commerce Drive			PH 2 SITE TRIP					PHASE 1 VOLUME					TOTAL
E/W	Access Drive 4			PM PEAK HOUR					PM PEAK HOUR					
GR	2.0%			IN	0	IN	88							
YRS	4			OUT	0	OUT	88							
INT #	30200													
	EXT	GRW	BKGRD	DIR	IN/	DIR	IN/		DIR	IN/	DIR	IN/		TOTAL
MVMT	TRFC	x	TRFC	%	OUT	%	OUT	TL	%	OUT	%	OUT	TL	TRAFFIC
EBL		1.08	0			80%	88	70					0	70
EBT		1.08	0					0					0	0
EBR		1.08	0					0					0	0
WBL		1.08	0					0					0	0
WBT		1.08	0					0					0	0
WBR		1.08	0					0					0	0
NBL		1.08	0					0					0	0
NBT	39	1.08	42					0					0	42
NBR		1.08	0					0					0	0
SBL		1.08	0					0					0	0
SBT	140	1.08	151					0					0	151
SBR		1.08	0			80%	88	70					0	70











Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	147	22	13	284	164	83	402	24	58	166	109
Future Volume (veh/h)	120	147	22	13	284	164	83	402	24	58	166	109
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	160	24	14	309	178	90	437	26	63	180	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	158	1210	179	28	1124	501	472	1335	79	406	717	608
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Prop Arrive On Green	0.18	0.78	0.78	0.02	0.32	0.32	0.04	0.39	0.39	0.02	0.26	0.26
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.5	8.6	8.7	72.2	31.3	33.6	21.2	26.7	26.7	21.8	31.7	30.8
Ln Grp LOS	E	A	A	E	C	C	C	C	C	C	C	C
Approach Vol, veh/h		314			501			553			361	
Approach Delay, s/veh		29.3			33.3			25.8			29.7	
Approach LOS		C			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	9.4	52.0	6.9	51.7	10.4	51.0	15.7	42.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	6.0	47.0	9.0	38.0	7.0	46.0	22.0	25.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.8	3.8	4.8
Max Q Clear (g_c+I1), s	4.6	12.8	2.9	3.6	5.7	11.2	10.4	12.4
Green Ext Time (g_e), s	0.0	3.0	0.0	1.1	0.0	1.5	0.2	2.1
Prob of Phs Call (p_c)	0.88	1.00	0.37	1.00	0.95	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	0.01	0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3409		3106		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		202		458		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	63	0	14	0	90	0	130	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	2.6	0.0	0.9	0.0	3.7	0.0	8.4	0.0
Cycle Q Clear Time (g_c), s	2.6	0.0	0.9	0.0	3.7	0.0	8.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	929	0	0	0	1081	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.0	0.0	0.0	0.0	46.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	36.2	0.0	0.0	0.0	36.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	406	0	28	0	472	0	158	0
V/C Ratio (X)	0.16	0.00	0.51	0.00	0.19	0.00	0.82	0.00
Avail Cap (c_a), veh/h	430	0	134	0	496	0	327	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	21.6	0.0	58.6	0.0	21.0	0.0	48.4	0.0
Incr Delay (d2), s/veh	0.2	0.0	13.6	0.0	0.2	0.0	10.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	21.8	0.0	72.2	0.0	21.2	0.0	58.5	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	0.4	0.0	1.5	0.0	3.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.5	0.0	1.6	0.0	3.9	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.07	0.00	0.12	0.00	0.29	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	227	0	90	0	180	0	309
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	10.7	0.0	1.5	0.0	9.2	0.0	7.8
Cycle Q Clear Time (g_c), s	0.0	10.7	0.0	1.5	0.0	9.2	0.0	7.8
Lane Grp Cap (c), veh/h	0	696	0	692	0	717	0	1124
V/C Ratio (X)	0.00	0.33	0.00	0.13	0.00	0.25	0.00	0.27
Avail Cap (c_a), veh/h	0	696	0	692	0	717	0	1124
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.5	0.0	8.3	0.0	30.9	0.0	30.7
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.4	0.0	0.8	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.7	0.0	8.6	0.0	31.7	0.0	31.3
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	0.6	0.0	4.3	0.0	3.4

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.8	0.0	0.7	0.0	4.5	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.04	0.00	0.11	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	236	0	94	0	118	0	178
Grp Sat Flow (s), veh/h/ln	0	1834	0	1788	0	1585	0	1585
Q Serve Time (g_s), s	0.0	10.8	0.0	1.6	0.0	7.0	0.0	10.4
Cycle Q Clear Time (g_c), s	0.0	10.8	0.0	1.6	0.0	7.0	0.0	10.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	0.00	0.26	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	718	0	696	0	608	0	501
V/C Ratio (X)	0.00	0.33	0.00	0.13	0.00	0.19	0.00	0.36
Avail Cap (c_a), veh/h	0	718	0	696	0	608	0	501
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.5	0.0	8.3	0.0	30.1	0.0	31.6
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.4	0.0	0.7	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.7	0.0	8.7	0.0	30.8	0.0	33.6
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.6	0.0	2.8	0.0	4.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	0.7	0.0	2.9	0.0	4.3
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.04	0.00	0.41	0.00	0.54
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	29.4
HCM 7th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	87	29	89	205	199	85	393	110	234	279	119
Future Volume (veh/h)	49	87	29	89	205	199	85	393	110	234	279	119
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	95	32	97	223	216	92	427	120	254	303	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	487	217	311	288	257	663	2042	911	693	1498	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.04	0.14	0.14	0.06	0.16	0.16	0.08	1.00	1.00	0.08	0.61	0.61
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.5	46.1	45.9	41.0	55.3	62.2	9.1	0.2	0.3	8.0	10.7	10.8
Ln Grp LOS	D	D	D	D	E	E	A	A	A	A	B	B
Approach Vol, veh/h		180			536			639			686	
Approach Delay, s/veh		45.6			55.5			1.5			9.7	
Approach LOS		D			E			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	13.8	73.5	11.8	20.9	9.3	78.0	8.7	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	29.5	10.5	30.5	6.5	54.5	15.5	25.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.9	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	8.6	2.0	7.5	4.8	4.6	8.7	5.0	17.9
Green Ext Time (g_e), s	0.7	3.4	0.1	0.6	0.0	2.9	0.1	1.6
Prob of Phs Call (p_c)	1.00	1.00	0.96	1.00	0.95	1.00	0.83	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.54

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2446		1777

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		1018		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	254	0	97	0	92	0	53	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.6	0.0	5.5	0.0	2.6	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	6.6	0.0	5.5	0.0	2.6	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	860	0	1264	0	956	0	950	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	71.0	0.0	17.0	0.0	69.0	0.0	16.4	0.0
Perm LT Serve Time (g_u), s	69.0	0.0	13.6	0.0	66.8	0.0	3.6	0.0
Perm LT Q Serve Time (g_ps), s	0.8	0.0	0.3	0.0	0.2	0.0	0.8	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	693	0	311	0	663	0	151	0
V/C Ratio (X)	0.37	0.00	0.31	0.00	0.14	0.00	0.35	0.00
Avail Cap (c_a), veh/h	1022	0	359	0	689	0	319	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	7.7	0.0	40.5	0.0	9.0	0.0	43.1	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.6	0.0	0.1	0.0	1.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.0	0.0	41.0	0.0	9.1	0.0	44.5	0.0
1st-Term Q (Q1), veh/ln	2.4	0.0	2.4	0.0	0.9	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	2.5	0.0	0.9	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.42	0.00	0.16	0.00	0.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	427	0	95	0	218	0	223
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	2.8	0.0	6.5	0.0	14.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.8	0.0	6.5	0.0	14.4
Lane Grp Cap (c), veh/h	0	2042	0	487	0	1089	0	288
V/C Ratio (X)	0.00	0.21	0.00	0.20	0.00	0.20	0.00	0.77
Avail Cap (c_a), veh/h	0	2042	0	903	0	1089	0	378
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.9	0.0	10.3	0.0	48.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.2	0.0	0.4	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.2	0.0	46.1	0.0	10.7	0.0	55.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.3	0.0	2.5	0.0	6.4

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.3	0.0	2.6	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.03	0.00	0.10	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	120	0	32	0	214	0	216
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1687	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	2.1	0.0	6.7	0.0	15.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	2.1	0.0	6.7	0.0	15.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.60	0.00	1.00
Lane Grp Cap (c), veh/h	0	911	0	217	0	1034	0	257
V/C Ratio (X)	0.00	0.13	0.00	0.15	0.00	0.21	0.00	0.84
Avail Cap (c_a), veh/h	0	911	0	403	0	1034	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	45.6	0.0	10.3	0.0	48.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.5	0.0	13.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	45.9	0.0	10.8	0.0	62.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.8	0.0	2.5	0.0	6.3
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.9	0.0	2.6	0.0	7.2
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.16	0.00	0.10	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C

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	37	126	44	103	288	30	9	4	29	4	4	10
Future Vol, veh/h	37	126	44	103	288	30	9	4	29	4	4	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	190	-	-	120	-	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	40	137	48	112	313	33	10	4	32	4	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	346	0	0	185	0	0	624	811	92	688	802	157
Stage 1	-	-	-	-	-	-	241	241	-	537	537	-
Stage 2	-	-	-	-	-	-	383	570	-	151	265	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1210	-	-	1387	-	-	370	312	947	333	316	861
Stage 1	-	-	-	-	-	-	741	705	-	496	521	-
Stage 2	-	-	-	-	-	-	612	504	-	836	688	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1387	-	-	320	277	947	282	281	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	320	277	-	282	281	-
Stage 1	-	-	-	-	-	-	716	681	-	456	479	-
Stage 2	-	-	-	-	-	-	550	463	-	776	665	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.44	1.91	11.81	13.38
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	574	1210	-	-	1387	-	-	449
HCM Lane V/C Ratio	0.08	0.033	-	-	0.081	-	-	0.044
HCM Ctrl Dly (s/v)	11.8	8.1	-	-	7.8	-	-	13.4
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.3	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	405	3	10	357	50	13	3	8	26	2	40
Future Volume (veh/h)	80	405	3	10	357	50	13	3	8	26	2	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	440	3	11	388	54	14	3	9	28	2	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	111	2140	15	23	1699	235	257	62	145	186	29	248
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.59	0.59	0.03	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.9	11.8	11.8	73.0	0.5	0.6	32.2	0.0	0.0	33.7	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		530			453			26			73	
Approach Delay, s/veh		20.9			2.3			32.2			33.7	
Approach LOS		C			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.0	76.0		38.0	12.0	70.0
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		3.3	2.7	8.8		6.0	7.8	2.0
Green Ext Time (g_e), s		0.1	0.0	2.9		0.4	0.1	2.9
Prob of Phs Call (p_c)		1.00	0.31	1.00		1.00	0.94	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		768	1781			525	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		224		3618		105		3136

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		526		25		903		433

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	26	11	0	0	73	87	0
Grp Sat Flow (s), veh/h/ln	0	1518	1781	0	0	1533	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.8	5.8	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	0.7	0.0	0.0	4.0	5.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1383	0	0	0	1424	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1835	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	29.0	0.0	0.0	0.0	31.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.3	0.0	0.0	0.0	3.2	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	464	23	0	0	463	111	0
V/C Ratio (X)	0.00	0.06	0.48	0.00	0.00	0.16	0.78	0.00
Avail Cap (c_a), veh/h	0	464	141	0	0	463	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.1	0.0	0.0	33.0	55.5	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.0	0.0	0.0	0.7	11.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.0	0.0	0.0	33.7	66.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.3	0.0	0.0	1.6	2.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.4	0.0	0.0	1.7	2.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.12	0.00	0.00	0.19	0.83	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	216	0	0	0	219
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1051	0	0	0	963
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	1051	0	0	0	963
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	227	0	0	0	223
Grp Sat Flow (s), veh/h/ln	0	0	0	1866	0	0	0	1792
Q Serve Time (g_s), s	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	0.01	0.00	0.59	0.00	0.24
Lane Grp Cap (c), veh/h	0	0	0	1103	0	0	0	971
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	1103	0	0	0	971
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	14.2
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	415	427	22	0	16
Future Vol, veh/h	16	415	427	22	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	451	464	24	0	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	488	0	-	0	-	244
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	1071	-	-	-	0	757
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1071	-	-	-	-	757
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	9.87
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1071	-	-	-	757
HCM Lane V/C Ratio	0.016	-	-	-	0.023
HCM Ctrl Dly (s/v)	8.4	-	-	-	9.9
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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	4	149	9	25	54	4	5	2	8	2	3	4
Future Vol, veh/h	4	149	9	25	54	4	5	2	8	2	3	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	162	10	27	59	4	5	2	9	2	3	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	172	0	0	290	293	167	287	296	61
Stage 1	-	-	-	-	-	-	176	176	-	115	115	-
Stage 2	-	-	-	-	-	-	115	117	-	172	180	-
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	1540	-	-	1405	-	-	662	618	877	665	616	1004
Stage 1	-	-	-	-	-	-	826	754	-	890	800	-
Stage 2	-	-	-	-	-	-	890	798	-	830	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1405	-	-	640	604	877	641	602	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	640	604	-	641	602	-
Stage 1	-	-	-	-	-	-	824	751	-	872	784	-
Stage 2	-	-	-	-	-	-	865	782	-	817	748	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	2.29	9.97	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	741	44	-	-	535	-	-	744
HCM Lane V/C Ratio	0.022	0.003	-	-	0.019	-	-	0.013
HCM Ctrl Dly (s/v)	10	7.3	0	-	7.6	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	39	562	130	78	310
Future Vol, veh/h	24	39	562	130	78	310
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	26	42	611	141	85	337

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1020	376	0	0	752	0
Stage 1	682	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	233	621	-	-	853	-
Stage 1	464	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	207	621	-	-	853	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.64	0	2.51
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	724	-
HCM Lane V/C Ratio	-	-	0.194	0.099	-
HCM Ctrl Dly (s/v)	-	-	17.6	9.7	0.7
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	204	147	22	13	284	227	83	504	24	121	268	193
Future Volume (veh/h)	204	147	22	13	284	227	83	504	24	121	268	193
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	160	24	14	309	247	90	548	26	132	291	210
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	251	1405	207	28	1161	518	342	1028	49	319	592	502
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67
Prop Arrive On Green	0.24	0.76	0.76	0.02	0.33	0.33	0.05	0.30	0.30	0.11	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.9	8.5	8.5	72.2	30.3	35.3	27.8	39.0	38.9	26.9	25.0	24.1
Ln Grp LOS	E	A	A	E	C	D	C	D	D	C	C	C
Approach Vol, veh/h		406			570			664			633	
Approach Delay, s/veh		35.0			33.5			37.4			25.1	
Approach LOS		C			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	2.0	4.0	1.1	3.0	2.0	3.0
Phs Duration (G+Y+Rc), s	13.1	40.7	6.9	59.3	10.9	43.0	21.9	44.2
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green (Gmax), s	13.0	31.0	5.0	51.0	6.0	38.0	28.0	28.0
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	4.7	3.8	4.7
Max Q Clear (g_c+I1), s	8.1	17.9	2.9	3.7	6.2	13.9	16.4	16.9
Green Ext Time (g_e), s	0.1	2.9	0.0	1.1	0.0	2.5	0.5	2.2
Prob of Phs Call (p_c)	0.99	1.00	0.37	1.00	0.95	1.00	1.00	1.00
Prob of Max Out (p_x)	0.36	0.00	1.00	0.00	1.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3454		3106		1870		3554

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		164		458		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Prot)		L (Pr/Pm)		L (Prot)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	132	0	14	0	90	0	222	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	6.1	0.0	0.9	0.0	4.2	0.0	14.4	0.0
Cycle Q Clear Time (g_c), s	6.1	0.0	0.9	0.0	4.2	0.0	14.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	839	0	0	0	897	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	35.7	0.0	0.0	0.0	35.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	19.8	0.0	0.0	0.0	26.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.8	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	319	0	28	0	342	0	251	0
V/C Ratio (X)	0.41	0.00	0.51	0.00	0.26	0.00	0.88	0.00
Avail Cap (c_a), veh/h	391	0	74	0	344	0	416	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	26.0	0.0	58.6	0.0	27.4	0.0	44.9	0.0
Incr Delay (d2), s/veh	0.9	0.0	13.6	0.0	0.4	0.0	12.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	26.9	0.0	72.2	0.0	27.8	0.0	56.9	0.0
1st-Term Q (Q1), veh/ln	2.5	0.0	0.4	0.0	1.8	0.0	5.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.5	0.0	0.5	0.0	1.8	0.0	6.6	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.07	0.00	0.14	0.00	0.50	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	1	0	2
Grp Vol (v), veh/h	0	282	0	90	0	291	0	309
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1870	0	1777
Q Serve Time (g_s), s	0.0	15.9	0.0	1.6	0.0	11.9	0.0	7.7
Cycle Q Clear Time (g_c), s	0.0	15.9	0.0	1.6	0.0	11.9	0.0	7.7
Lane Grp Cap (c), veh/h	0	529	0	804	0	592	0	1161
V/C Ratio (X)	0.00	0.53	0.00	0.11	0.00	0.49	0.00	0.27
Avail Cap (c_a), veh/h	0	529	0	804	0	592	0	1161
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.2	0.0	8.2	0.0	22.1	0.0	29.8
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.3	0.0	2.9	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.0	0.0	8.5	0.0	25.0	0.0	30.3
1st-Term Q (Q1), veh/ln	0.0	6.9	0.0	0.6	0.0	4.5	0.0	3.3

2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.5	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.4	0.0	0.7	0.0	4.9	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.04	0.00	0.20	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	292	0	94	0	210	0	247
Grp Sat Flow (s), veh/h/ln	0	1841	0	1788	0	1585	0	1585
Q Serve Time (g_s), s	0.0	15.9	0.0	1.7	0.0	9.6	0.0	14.9
Cycle Q Clear Time (g_c), s	0.0	15.9	0.0	1.7	0.0	9.6	0.0	14.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.26	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	548	0	809	0	502	0	518
V/C Ratio (X)	0.00	0.53	0.00	0.12	0.00	0.42	0.00	0.48
Avail Cap (c_a), veh/h	0	548	0	809	0	502	0	518
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.2	0.0	8.3	0.0	21.6	0.0	32.2
Incr Delay (d2), s/veh	0.0	3.7	0.0	0.3	0.0	2.6	0.0	3.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.9	0.0	8.5	0.0	24.1	0.0	35.3
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	0.7	0.0	3.2	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.1	0.0	0.4	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.7	0.0	0.7	0.0	3.5	0.0	6.2
%ile Storage Ratio (RQ%)	0.00	0.57	0.00	0.04	0.00	0.50	0.00	0.78
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	32.6
HCM 7th LOS	C

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	105	110	131	223	199	166	477	152	234	363	137
Future Volume (veh/h)	67	105	110	131	223	199	166	477	152	234	363	137
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	114	120	142	242	216	180	518	165	254	395	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	175	465	207	326	302	258	590	1968	878	626	1473	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.13	0.13	0.08	0.17	0.17	0.11	1.00	1.00	0.08	0.58	0.58
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.4	47.1	51.6	39.8	56.6	60.9	10.2	0.3	0.4	9.4	13.1	13.1
Ln Grp LOS	D	D	D	D	E	E	B	A	A	A	B	B
Approach Vol, veh/h		307			600			863			798	
Approach Delay, s/veh		48.2			54.2			2.4			11.9	
Approach LOS		D			D			A			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	3.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	14.3	70.9	14.5	20.2	11.0	74.3	10.3	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green (Gmax), s	31.5	27.5	12.5	30.5	6.5	52.5	16.5	26.5
Max Allow Headway (MAH), s	3.8	5.0	3.8	4.6	3.8	5.3	3.8	5.4
Max Q Clear (g_c+I1), s	9.1	2.0	10.0	10.5	7.6	11.4	6.2	18.2
Green Ext Time (g_e), s	0.7	4.3	0.1	1.0	0.0	3.8	0.1	1.8
Prob of Phs Call (p_c)	1.00	1.00	0.99	1.00	1.00	1.00	0.91	1.00
Prob of Max Out (p_x)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.46

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		3554		2533		1814

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1585		944		1553

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0

Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	
Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	254	0	142	0	180	0	73	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	7.1	0.0	8.0	0.0	5.6	0.0	4.2	0.0
Cycle Q Clear Time (g_c), s	7.1	0.0	8.0	0.0	5.6	0.0	4.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	758	0	1146	0	862	0	934	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	67.3	0.0	17.5	0.0	66.4	0.0	15.7	0.0
Perm LT Serve Time (g_u), s	66.4	0.0	12.2	0.0	60.4	0.0	3.8	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.7	0.0	1.5	0.0	1.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	626	0	326	0	590	0	175	0
V/C Ratio (X)	0.41	0.00	0.44	0.00	0.30	0.00	0.42	0.00
Avail Cap (c_a), veh/h	947	0	363	0	590	0	334	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.91	0.00	1.00	0.00
Uniform Delay (d1), s/veh	8.9	0.0	38.9	0.0	9.9	0.0	42.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.9	0.0	0.3	0.0	1.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	39.8	0.0	10.2	0.0	44.4	0.0
1st-Term Q (Q1), veh/ln	2.7	0.0	3.5	0.0	1.9	0.0	1.9	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	3.6	0.0	1.9	0.0	1.9	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.61	0.00	0.33	0.00	0.30	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	2	0	1	0	1
Grp Vol (v), veh/h	0	518	0	114	0	276	0	237
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	3.5	0.0	9.2	0.0	15.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	3.5	0.0	9.2	0.0	15.4
Lane Grp Cap (c), veh/h	0	1968	0	465	0	1033	0	296
V/C Ratio (X)	0.00	0.26	0.00	0.25	0.00	0.27	0.00	0.80
Avail Cap (c_a), veh/h	0	1968	0	903	0	1033	0	392
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	46.8	0.0	12.4	0.0	48.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.6	0.0	8.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	0.0	47.1	0.0	13.1	0.0	56.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	1.5	0.0	3.6	0.0	6.8

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	1.6	0.0	3.8	0.0	7.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.14	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	165	0	120	0	268	0	221
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1700	0	1591
Q Serve Time (g_s), s	0.0	0.0	0.0	8.5	0.0	9.4	0.0	16.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.5	0.0	9.4	0.0	16.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.56	0.00	0.98
Lane Grp Cap (c), veh/h	0	878	0	207	0	989	0	265
V/C Ratio (X)	0.00	0.19	0.00	0.58	0.00	0.27	0.00	0.84
Avail Cap (c_a), veh/h	0	878	0	403	0	989	0	351
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	49.0	0.0	12.5	0.0	48.4
Incr Delay (d2), s/veh	0.0	0.4	0.0	2.5	0.0	0.7	0.0	12.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	51.6	0.0	13.1	0.0	60.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.4	0.0	3.5	0.0	6.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.5	0.0	3.7	0.0	7.3
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.64	0.00	0.14	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.9
HCM 7th LOS	C

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	189	97	121	351	30	27	4	82	4	4	10
Future Vol, veh/h	37	189	97	121	351	30	27	4	82	4	4	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	190	-	-	120	-	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	40	205	105	132	382	33	29	4	89	4	4	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	414	0	0	311	0	0	795	1016	155	830	1036	191
Stage 1	-	-	-	-	-	-	339	339	-	645	645	-
Stage 2	-	-	-	-	-	-	456	677	-	185	391	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
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	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1141	-	-	1246	-	-	279	237	863	263	230	819
Stage 1	-	-	-	-	-	-	649	639	-	427	466	-
Stage 2	-	-	-	-	-	-	554	450	-	799	605	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1141	-	-	1246	-	-	233	204	863	199	199	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	233	204	-	199	199	-
Stage 1	-	-	-	-	-	-	627	616	-	382	417	-
Stage 2	-	-	-	-	-	-	484	403	-	686	584	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.95	1.98	14.79	16.11
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	490	1141	-	-	1246	-	-	343
HCM Lane V/C Ratio	0.251	0.035	-	-	0.106	-	-	0.057
HCM Ctrl Dly (s/v)	14.8	8.3	-	-	8.2	-	-	16.1
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0.1	-	-	0.4	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	498	3	10	450	50	13	3	8	26	2	49
Future Volume (veh/h)	89	498	3	10	450	50	13	3	8	26	2	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	541	3	11	489	54	14	3	9	28	2	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	122	2143	12	23	1729	190	257	62	144	165	29	271
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.59	0.59	0.03	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.0	12.4	12.3	73.0	0.7	0.7	32.2	0.0	0.0	34.0	0.0	0.0
Ln Grp LOS	E	B	B	E	A	A	C			C		
Approach Vol, veh/h		641			554			26			83	
Approach Delay, s/veh		20.5			2.2			32.2			34.0	
Approach LOS		C			A			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	2.0	4.0		8.0	2.0	4.0
Phs Duration (G+Y+Rc), s		38.0	6.0	76.0		38.0	12.7	69.3
Change Period (Y+Rc), s		5.0	4.5	5.0		5.0	4.5	5.0
Max Green (Gmax), s		33.0	9.5	63.0		33.0	18.5	54.0
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.5	3.8	5.3
Max Q Clear (g_c+I1), s		3.3	2.7	10.6		6.6	8.4	2.0
Green Ext Time (g_e), s		0.1	0.0	3.7		0.4	0.1	3.7
Prob of Phs Call (p_c)		1.00	0.31	1.00		1.00	0.96	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		768	1781			453	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		224		3623		104		3228

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		525		20		985		355

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Prot)			L+T+R	L (Prot)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	26	11	0	0	83	97	0
Grp Sat Flow (s), veh/h/ln	0	1518	1781	0	0	1542	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.7	0.0	0.0	0.7	6.4	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	0.7	0.0	0.0	4.6	6.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1370	0	0	0	1424	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1821	0	0	0	1839	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	28.4	0.0	0.0	0.0	31.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Time to First Blk (g_f), s	0.0	1.7	0.0	0.0	0.0	3.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	1.3	0.0	0.0	0.0	3.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.54	1.00	0.00	0.00	0.34	1.00	0.00
Lane Grp Cap (c), veh/h	0	463	23	0	0	464	122	0
V/C Ratio (X)	0.00	0.06	0.48	0.00	0.00	0.18	0.79	0.00
Avail Cap (c_a), veh/h	0	463	141	0	0	464	275	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	32.0	58.1	0.0	0.0	33.2	55.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	15.0	0.0	0.0	0.8	10.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	73.0	0.0	0.0	34.0	66.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.3	0.0	0.0	1.9	2.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.1	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.4	0.0	0.0	2.0	3.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.12	0.00	0.00	0.22	0.92	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	265	0	0	0	268
Grp Sat Flow (s), veh/h/ln	0	0	0	1777	0	0	0	1777
Q Serve Time (g_s), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1051	0	0	0	952
V/C Ratio (X)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	1051	0	0	0	952
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				T+R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	279	0	0	0	275
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1806
Q Serve Time (g_s), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.6	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.35	0.00	0.01	0.00	0.64	0.00	0.20
Lane Grp Cap (c), veh/h	0	0	0	1104	0	0	0	967
V/C Ratio (X)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	1104	0	0	0	967
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	13.8
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	499	511	31	9	16
Future Vol, veh/h	16	499	511	31	9	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	542	555	34	10	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	589	0	-	0	878	295
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	306	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	982	-	-	-	287	702
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	720	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	982	-	-	-	282	702
Mov Cap-2 Maneuver	-	-	-	-	282	-
Stage 1	-	-	-	-	518	-
Stage 2	-	-	-	-	720	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.27	0	10.26
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	982	-	-	-	702
HCM Lane V/C Ratio	0.018	-	-	-	0.025
HCM Ctrl Dly (s/v)	8.7	-	-	-	10.3
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

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	4	149	9	34	54	4	5	11	8	2	12	13
Future Vol, veh/h	4	149	9	34	54	4	5	11	8	2	12	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	162	10	37	59	4	5	12	9	2	13	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	63	0	0	172	0	0	315	313	167	311	315	61
Stage 1	-	-	-	-	-	-	176	176	-	135	135	-
Stage 2	-	-	-	-	-	-	139	137	-	177	180	-
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	1540	-	-	1405	-	-	638	603	877	641	601	1004
Stage 1	-	-	-	-	-	-	826	754	-	869	785	-
Stage 2	-	-	-	-	-	-	864	783	-	825	750	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1540	-	-	1405	-	-	597	584	877	603	582	1004
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	584	-	603	582	-
Stage 1	-	-	-	-	-	-	824	751	-	845	763	-
Stage 2	-	-	-	-	-	-	814	762	-	801	748	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.18	2.82	10.67	10.12
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	661	44	-	-	656	-	-	732
HCM Lane V/C Ratio	0.039	0.003	-	-	0.026	-	-	0.04
HCM Ctrl Dly (s/v)	10.7	7.3	0	-	7.6	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	0	111	24	0	39	248	564	130	78	407	111
Future Volume (veh/h)	206	0	111	24	0	39	248	564	130	78	407	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	0	121	26	0	42	270	613	141	85	442	121
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	313	0	328	240	0	328	661	2036	467	563	2010	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Prop Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	1.00	1.00	1.00	1.00	1.00	1.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.1	0.0	41.5	45.3	0.0	38.9	1.9	0.6	0.6	0.5	0.4	0.4
Ln Grp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		345			68			1024			648	
Approach Delay, s/veh		47.8			41.4			0.9			0.4	
Approach LOS		D			D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		6.0		6.0		6.0		6.0
Phs Duration (G+Y+Rc), s		90.1		29.9		90.1		29.9
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0
Max Green (Gmax), s		75.0		35.0		75.0		35.0
Max Allow Headway (MAH), s		5.3		4.5		5.4		5.0
Max Q Clear (g_c+I1), s		2.0		23.8		2.0		12.0
Green Ext Time (g_e), s		8.5		1.1		4.9		0.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.05		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		847		1365		710		1270

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2870		0		2833		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		659		1585		769		1585

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3

Lane Assignment		L		L		L		L
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	270	0	224	0	85	0	26
Grp Sat Flow (s), veh/h/ln	0	847	0	1365	0	710	0	1270
Q Serve Time (g_s), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	2.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	21.8	0.0	0.0	0.0	10.0
Perm LT Sat Flow (s_l), veh/h/ln	0	847	0	1365	0	710	0	1270
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	85.1	0.0	24.9	0.0	85.1	0.0	24.9
Perm LT Serve Time (g_u), s	0.0	85.1	0.0	22.3	0.0	85.1	0.0	17.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	2.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	661	0	313	0	563	0	240
V/C Ratio (X)	0.00	0.41	0.00	0.72	0.00	0.15	0.00	0.11
Avail Cap (c_a), veh/h	0	661	0	429	0	563	0	347
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.95	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	47.6	0.0	0.0	0.0	45.1
Incr Delay (d2), s/veh	0.0	1.9	0.0	3.5	0.0	0.5	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.9	0.0	51.1	0.0	0.5	0.0	45.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.3	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	6.8	0.0	0.1	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	1.07	0.00	0.02	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	379	0	0	0	290	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1261	0	0	0	1327	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1261	0	0	0	1327	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	375	0	121	0	273	0	42
Grp Sat Flow (s), veh/h/ln	0	1752	0	1585	0	1732	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	2.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	2.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.38	0.00	1.00	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	1243	0	328	0	1229	0	328
V/C Ratio (X)	0.00	0.30	0.00	0.37	0.00	0.22	0.00	0.13
Avail Cap (c_a), veh/h	0	1243	0	462	0	1229	0	462
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.95	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	40.8	0.0	0.0	0.0	38.7
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.7	0.0	0.4	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.6	0.0	41.5	0.0	0.4	0.0	38.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.1	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	3.1	0.0	0.1	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.49	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A

Notes
User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	265	0	941	319	223
Future Vol, veh/h	0	265	0	941	319	223
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
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	288	0	1023	347	242

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	295	-	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	702	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	702	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.65	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	702	-	-
HCM Lane V/C Ratio	-	0.41	-	-
HCM Ctrl Dly (s/v)	-	13.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	2	-	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	70	0	0	42	151	70
Future Vol, veh/h	70	0	0	42	151	70
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	76	0	0	46	164	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	248	202	240	0	-	0
Stage 1	202	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	741	839	1326	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	741	839	1326	-	-	-
Mov Cap-2 Maneuver	741	-	-	-	-	-
Stage 1	832	-	-	-	-	-
Stage 2	977	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.42	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1326	-	741	-	-
HCM Lane V/C Ratio	-	-	0.103	-	-
HCM Ctrl Dly (s/v)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-