

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	100	0	0	204	113
Future Vol, veh/h	0	100	0	0	204	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	2	1
Mvmt Flow	0	101	0	0	206	114

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	263	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.3	-	-
Pot Cap-1 Maneuver	0	792	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	792	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	792	-	-
HCM Lane V/C Ratio	0.128	-	-
HCM Control Delay (s)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	207	0	0	594	113
Future Vol, veh/h	0	207	0	0	594	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	1	3
Mvmt Flow	0	218	0	0	625	119

Major/Minor	Minor2	Major2
Conflicting Flow All	- 685	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.02	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 465	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 465	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	19.4	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	-
HCM Lane V/C Ratio	0.469	-	-
HCM Control Delay (s)	19.4	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.5	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	143	0	0	352	112
Future Vol, veh/h	0	143	0	0	352	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	0
Mvmt Flow	0	147	0	0	363	115

Major/Minor	Minor2	Major2
Conflicting Flow All	- 421	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.01	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.309	- -
Pot Cap-1 Maneuver	0 650	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 650	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	12.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	650	-	-
HCM Lane V/C Ratio	0.227	-	-
HCM Control Delay (s)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	93	0	0	222	127
Future Vol, veh/h	0	93	0	0	222	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	0	0	0	2	1
Mvmt Flow	0	94	0	0	224	128

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	288	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.3	-	-
Pot Cap-1 Maneuver	0	768	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	768	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

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

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	768	-	-
HCM Lane V/C Ratio	0.122	-	-
HCM Control Delay (s)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	202	0	0	610	126
Future Vol, veh/h	0	202	0	0	610	126
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	1	3
Mvmt Flow	0	213	0	0	642	133

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	709	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	452	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	452	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	19.8	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	452	-	-
HCM Lane V/C Ratio	0.47	-	-
HCM Control Delay (s)	19.8	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	2.5	-	-

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	142	0	0	382	138
Future Vol, veh/h	0	142	0	0	382	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	-2	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	0	0	1	0
Mvmt Flow	0	146	0	0	394	142
Major/Minor	Minor2		Major2			
Conflicting Flow All	-	465	-	-	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.01	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.309	-	-	-	-
Pot Cap-1 Maneuver	0	615	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		SB			
HCM Control Delay, s	12.7		0			
HCM LOS	B					
Minor Lane/Major Mvmt	EBLn1	SBT	SBR			
Capacity (veh/h)	615	-	-			
HCM Lane V/C Ratio	0.238	-	-			
HCM Control Delay (s)	12.7	-	-			
HCM Lane LOS	B	-	-			
HCM 95th %tile Q(veh)	0.9	-	-			

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	10	0	0	281	23
Future Vol, veh/h	0	10	0	0	281	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	2	2
Mvmt Flow	0	11	0	0	299	24

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	311	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	742	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	742	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	-
HCM Lane V/C Ratio	0.014	-	-
HCM Control Delay (s)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	18	0	0	781	31
Future Vol, veh/h	0	18	0	0	781	31
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	20	0	0	888	35

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	909	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	350	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	349	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	16	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	349	-	-
HCM Lane V/C Ratio	0.059	-	-
HCM Control Delay (s)	16	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	16	0	0	459	36
Future Vol, veh/h	0	16	0	0	459	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	19	0	0	534	42

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	555	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	548	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	548	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	11.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	548	-	-
HCM Lane V/C Ratio	0.034	-	-
HCM Control Delay (s)	11.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	188	0	0	283	196
Future Vol, veh/h	0	188	0	0	283	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	0	0	2	2
Mvmt Flow	0	200	0	0	301	209

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	406	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	660	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	660	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	660	-	-
HCM Lane V/C Ratio	0.303	-	-
HCM Control Delay (s)	12.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.3	-	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	153	0	0	782	167
Future Vol, veh/h	0	153	0	0	782	167
Conflicting Peds, #/hr	0	0	0	0	0	3
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	174	0	0	889	190

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	987	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	317	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	316	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	29.5	0
HCM LOS	D	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	316	-	-
HCM Lane V/C Ratio	0.55	-	-
HCM Control Delay (s)	29.5	-	-
HCM Lane LOS	D	-	-
HCM 95th %tile Q(veh)	3.1	-	-

Intersection

Int Delay, s/veh 2.4

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	118	0	0	462	147
Future Vol, veh/h	0	118	0	0	462	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	16974	0	-
Grade, %	-2	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	2	0	0	1	2
Mvmt Flow	0	137	0	0	537	171

Major/Minor Minor2 Major2

Conflicting Flow All	-	623	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.02	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	503	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	503	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach EB SB

HCM Control Delay, s	14.8	0
HCM LOS	B	

Minor Lane/Major Mvmt EBLn1 SBT SBR

Capacity (veh/h)	503	-	-
HCM Lane V/C Ratio	0.273	-	-
HCM Control Delay (s)	14.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.1	-	-

Intersection

Int Delay, s/veh 1.8

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	98	6	19	94	26	2
Future Vol, veh/h	98	6	19	94	26	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	2	2	1	2	2
Mvmt Flow	118	7	23	113	31	2

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	125
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1462
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1462
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach EB WB NB

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1462	-
HCM Lane V/C Ratio	0.048	-	-	0.016	-
HCM Control Delay (s)	10.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	205	7	18	95	25	2
Future Vol, veh/h	205	7	18	95	25	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	218	7	19	101	27	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	225	0	361 222
Stage 1	-	-	-	-	222 -
Stage 2	-	-	-	-	139 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1344	-	638 818
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	888 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1344	-	628 818
Mov Cap-2 Maneuver	-	-	-	-	628 -
Stage 1	-	-	-	-	815 -
Stage 2	-	-	-	-	875 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	-	-	1344	-
HCM Lane V/C Ratio	0.045	-	-	0.014	-
HCM Control Delay (s)	10.9	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection

Int Delay, s/veh 2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	9	28	84	43	3
Future Vol, veh/h	140	9	28	84	43	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	2	0	2	2
Mvmt Flow	157	10	31	94	48	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	167	0	318
Stage 1	-	-	-	-	162
Stage 2	-	-	-	-	156
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1411	-	675
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	872
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1411	-	659
Mov Cap-2 Maneuver	-	-	-	-	659
Stage 1	-	-	-	-	867
Stage 2	-	-	-	-	852

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	670	-	-	1411	-
HCM Lane V/C Ratio	0.077	-	-	0.022	-
HCM Control Delay (s)	10.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection

Int Delay, s/veh 3.5

Movement EBT EBR WBL WBT NBL NBR

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	20	42	85	61	4
Future Vol, veh/h	89	20	42	85	61	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	2	2	1	2	2
Mvmt Flow	107	24	51	102	73	5

Major/Minor Major1 Major2 Minor1

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	131
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1454
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1454
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach EB WB NB

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	11.2
HCM LOS			B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	658	-	-	1454	-
HCM Lane V/C Ratio	0.119	-	-	0.035	-
HCM Control Delay (s)	11.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	199	17	37	89	54	3
Future Vol, veh/h	199	17	37	89	54	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	212	18	39	95	57	3
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	230	0	394	221
Stage 1	-	-	-	-	221	-
Stage 2	-	-	-	-	173	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1338	-	611	819
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	857	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1338	-	592	819
Mov Cap-2 Maneuver	-	-	-	-	592	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	830	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	2.3	11.7			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	601	-	-	1338	-	
HCM Lane V/C Ratio	0.101	-	-	0.029	-	
HCM Control Delay (s)	11.7	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	22	58	80	92	6
Future Vol, veh/h	136	22	58	80	92	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	2	2	0	2	2
Mvmt Flow	153	25	65	90	103	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	178	0	386 166
Stage 1	-	-	-	-	166 -
Stage 2	-	-	-	-	220 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1398	-	617 878
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	817 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1398	-	587 878
Mov Cap-2 Maneuver	-	-	-	-	587 -
Stage 1	-	-	-	-	863 -
Stage 2	-	-	-	-	777 -

Approach	EB	WB	NB
HCM Control Delay, s	0	3.2	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	-	-	1398	-
HCM Lane V/C Ratio	0.184	-	-	0.047	-
HCM Control Delay (s)	12.4	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	52	0	4	10	105	1	1	1	122	10	26
Future Vol, veh/h	64	52	0	4	10	105	1	1	1	122	10	26
Conflicting Peds, #/hr	2	0	0	0	0	2	4	0	2	2	0	4
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	-	-	-2	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	7	11	0	0	0	4	0	0	0	2	0	6
Mvmt Flow	75	61	0	5	12	124	1	1	1	144	12	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	61	0	0	321	359	63	300	297	80
Stage 1	-	-	-	-	-	-	211	211	-	86	86	-
Stage 2	-	-	-	-	-	-	110	148	-	214	211	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.5	6.2	6.72	6.1	6.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.72	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.72	5.1	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.354
Pot Cap-1 Maneuver	1415	-	-	1555	-	-	636	571	1007	674	639	974
Stage 1	-	-	-	-	-	-	796	731	-	931	835	-
Stage 2	-	-	-	-	-	-	900	779	-	807	749	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1413	-	-	1555	-	-	577	536	1004	639	600	969
Mov Cap-2 Maneuver	-	-	-	-	-	-	577	536	-	639	600	-
Stage 1	-	-	-	-	-	-	752	691	-	879	830	-
Stage 2	-	-	-	-	-	-	853	774	-	758	708	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.2			0.2			10.5			12.4		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	653	1413	-	-	1555	-	-	674
HCM Lane V/C Ratio	0.005	0.053	-	-	0.003	-	-	0.276
HCM Control Delay (s)	10.5	7.7	0	-	7.3	0	-	12.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1.1

Intersection												
Int Delay, s/veh	14											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	48	0	12	57	236	0	11	12	284	28	51
Future Vol, veh/h	29	48	0	12	57	236	0	11	12	284	28	51
Conflicting Peds, #/hr	0	0	8	8	0	0	3	0	0	0	0	3
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	-	-	-2	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	7	0	0	8	0	1	0	0	8	0	0	12
Mvmt Flow	35	59	0	15	70	288	0	13	15	346	34	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	67	0	0	432	525	67	387	381	217
Stage 1	-	-	-	-	-	-	137	137	-	244	244	-
Stage 2	-	-	-	-	-	-	295	388	-	143	137	-
Critical Hdwy	4.17	-	-	4.18	-	-	7.1	6.5	6.28	6.7	6.1	6.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.263	-	-	2.272	-	-	3.5	4	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1173	-	-	1497	-	-	537	460	980	601	579	808
Stage 1	-	-	-	-	-	-	871	787	-	785	727	-
Stage 2	-	-	-	-	-	-	718	612	-	879	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1173	-	-	1488	-	-	453	437	974	559	551	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	437	-	559	551	-
Stage 1	-	-	-	-	-	-	839	758	-	761	718	-
Stage 2	-	-	-	-	-	-	621	604	-	824	769	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.3			11.2			28		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	613	1173	-	-	1488	-	-	583
HCM Lane V/C Ratio	0.046	0.03	-	-	0.01	-	-	0.759
HCM Control Delay (s)	11.2	8.2	0	-	7.4	0	-	28
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	6.8

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	36	0	6	30	287	0	4	11	223	13	26
Future Vol, veh/h	23	36	0	6	30	287	0	4	11	223	13	26
Conflicting Peds, #/hr	0	0	4	4	0	0	6	0	4	4	0	6
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	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	39	0	7	33	312	0	4	12	242	14	28

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	345	0	0	43	0	0	323	452	47	304	296	195
Stage 1	-	-	-	-	-	-	93	93	-	203	203	-
Stage 2	-	-	-	-	-	-	230	359	-	101	93	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1225	-	-	1579	-	-	634	506	1028	675	640	861
Stage 1	-	-	-	-	-	-	919	822	-	822	754	-
Stage 2	-	-	-	-	-	-	777	631	-	920	830	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1225	-	-	1574	-	-	585	491	1020	646	621	856
Mov Cap-2 Maneuver	-	-	-	-	-	-	585	491	-	646	621	-
Stage 1	-	-	-	-	-	-	897	802	-	805	749	-
Stage 2	-	-	-	-	-	-	729	627	-	881	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.1	9.6	14.5
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	1225	-	-	1574	-	-	661
HCM Lane V/C Ratio	0.021	0.02	-	-	0.004	-	-	0.431
HCM Control Delay (s)	9.6	8	0	-	7.3	0	-	14.5
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.2

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Future Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Conflicting Peds, #/hr	2	0	0	0	0	2	4	0	2	2	0	4
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	-	-	-2	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	7	11	0	0	0	4	0	0	0	2	0	6
Mvmt Flow	75	61	0	5	12	154	1	1	1	149	12	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	168	0	0	61	0	0	336	389	63	315	312	95
Stage 1	-	-	-	-	-	-	211	211	-	101	101	-
Stage 2	-	-	-	-	-	-	125	178	-	214	211	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.5	6.2	6.72	6.1	6.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.72	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.72	5.1	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4	3.3	3.518	4	3.354
Pot Cap-1 Maneuver	1380	-	-	1555	-	-	622	549	1007	660	628	956
Stage 1	-	-	-	-	-	-	796	731	-	915	825	-
Stage 2	-	-	-	-	-	-	884	756	-	807	749	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1378	-	-	1555	-	-	564	515	1004	626	589	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	564	515	-	626	589	-
Stage 1	-	-	-	-	-	-	751	690	-	863	820	-
Stage 2	-	-	-	-	-	-	837	751	-	758	707	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	4.3			0.2			10.7			12.7		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	637	1378	-	-	1555	-	-	659
HCM Lane V/C Ratio	0.006	0.055	-	-	0.003	-	-	0.291
HCM Control Delay (s)	10.7	7.8	0	-	7.3	0	-	12.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	1.2

Intersection												
Int Delay, s/veh	14.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	48	0	12	57	259	0	11	12	288	28	51
Future Vol, veh/h	29	48	0	12	57	259	0	11	12	288	28	51
Conflicting Peds, #/hr	0	0	8	8	0	0	3	0	0	0	0	3
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	-	-	-2	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	7	0	0	8	0	1	0	0	8	0	0	12
Mvmt Flow	35	59	0	15	70	316	0	13	15	351	34	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	67	0	0	446	553	67	401	395	231
Stage 1	-	-	-	-	-	-	137	137	-	258	258	-
Stage 2	-	-	-	-	-	-	309	416	-	143	137	-
Critical Hdwy	4.17	-	-	4.18	-	-	7.1	6.5	6.28	6.7	6.1	6.12
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.263	-	-	2.272	-	-	3.5	4	3.372	3.5	4	3.408
Pot Cap-1 Maneuver	1146	-	-	1497	-	-	526	444	980	589	569	794
Stage 1	-	-	-	-	-	-	871	787	-	773	718	-
Stage 2	-	-	-	-	-	-	705	595	-	879	799	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1146	-	-	1488	-	-	442	422	974	547	541	792
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	422	-	547	541	-
Stage 1	-	-	-	-	-	-	838	757	-	748	709	-
Stage 2	-	-	-	-	-	-	609	587	-	823	769	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.1			0.3			11.3			30.4		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	599	1146	-	-	1488	-	-	571
HCM Lane V/C Ratio	0.047	0.031	-	-	0.01	-	-	0.784
HCM Control Delay (s)	11.3	8.2	0	-	7.4	0	-	30.4
HCM Lane LOS	B	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	7.4

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	36	0	6	30	332	0	4	11	232	13	26
Future Vol, veh/h	23	36	0	6	30	332	0	4	11	232	13	26
Conflicting Peds, #/hr	0	0	4	4	0	0	6	0	4	4	0	6
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	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	39	0	7	33	361	0	4	12	252	14	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	394	0	0	43	0	0	348	501	47	329	321	220
Stage 1	-	-	-	-	-	-	93	93	-	228	228	-
Stage 2	-	-	-	-	-	-	255	408	-	101	93	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	6.7	6.1	6
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	5.7	5.1	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1176	-	-	1579	-	-	610	475	1028	652	621	835
Stage 1	-	-	-	-	-	-	919	822	-	799	738	-
Stage 2	-	-	-	-	-	-	754	600	-	920	830	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1176	-	-	1574	-	-	562	460	1020	623	602	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	562	460	-	623	602	-
Stage 1	-	-	-	-	-	-	896	801	-	781	734	-
Stage 2	-	-	-	-	-	-	706	596	-	880	809	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.2			0.1			9.8			15.4		
HCM LOS							A			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	770	1176	-	-	1574	-	-	637
HCM Lane V/C Ratio	0.021	0.021	-	-	0.004	-	-	0.462
HCM Control Delay (s)	9.8	8.1	0	-	7.3	0	-	15.4
HCM Lane LOS	A	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	2.4

Intersection												
Int Delay, s/veh	9.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Future Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Conflicting Peds, #/hr	2	0	0	0	0	2	4	0	2	2	0	4
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-2	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	7	11	0	0	0	4	0	0	0	2	0	6
Mvmt Flow	75	61	0	5	12	154	1	1	1	149	12	31

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	342	336	32	362	351	6	47	0	0	4	0	0
Stage 1	330	330	-	6	6	-	-	-	-	-	-	-
Stage 2	12	6	-	356	345	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.61	6.2	7.1	6.5	6.24	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.61	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.099	3.3	3.5	4	3.336	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	603	570	1048	598	577	1071	1573	-	-	1618	-	-
Stage 1	673	630	-	1021	895	-	-	-	-	-	-	-
Stage 2	996	873	-	666	640	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	467	512	1044	503	519	1067	1568	-	-	1614	-	-
Mov Cap-2 Maneuver	467	512	-	503	519	-	-	-	-	-	-	-
Stage 1	670	568	-	1017	891	-	-	-	-	-	-	-
Stage 2	839	870	-	538	577	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		8.6		2.4		5.8	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1568	-	-	486 1181	1614	-	-
HCM Lane V/C Ratio	0.001	-	-	0.281 0.144	0.093	-	-
HCM Control Delay (s)	7.3	0	-	15.3 8.6	7.5	0	-
HCM Lane LOS	A	A	-	C A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.1 0.5	0.3	-	-

Intersection

Int Delay, s/veh 11.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	48	0	12	57	259	1	11	12	288	28	51
Future Vol, veh/h	29	48	0	12	57	259	1	11	12	288	28	51
Conflicting Peds, #/hr	0	0	8	8	0	0	3	0	0	0	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-2	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	7	0	0	8	0	1	0	0	8	0	0	12
Mvmt Flow	35	59	0	15	70	316	1	13	15	351	34	62

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	828	800	76	828	824	21	99	0	0	28	0	0
Stage 1	770	770	-	23	23	-	-	-	-	-	-	-
Stage 2	58	30	-	805	801	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.5	6.2	7.18	6.5	6.21	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.17	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.5	-	6.18	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4	3.3	3.572	4	3.309	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	285	320	991	283	310	1059	1507	-	-	1599	-	-
Stage 1	386	413	-	980	880	-	-	-	-	-	-	-
Stage 2	941	874	-	367	400	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	128	244	983	189	237	1059	1503	-	-	1599	-	-
Mov Cap-2 Maneuver	128	244	-	189	237	-	-	-	-	-	-	-
Stage 1	384	316	-	979	879	-	-	-	-	-	-	-
Stage 2	608	873	-	228	306	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	44.1		10.3		0.3		6.2	
HCM LOS	E		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	182 1079	1599	-	-
HCM Lane V/C Ratio	0.001	-	-	0.516 0.371	0.22	-	-
HCM Control Delay (s)	7.4	0	-	44.1 10.3	7.9	0	-
HCM Lane LOS	A	A	-	E B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.6 1.7	0.8	-	-

Intersection

Int Delay, s/veh 9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	36	0	6	30	332	1	4	11	232	13	26
Future Vol, veh/h	23	36	0	6	30	332	1	4	11	232	13	26
Conflicting Peds, #/hr	0	0	4	4	0	0	6	0	4	4	0	6
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	Yield	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-2	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	39	0	7	33	361	1	4	12	252	14	28

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	567	560	38	572	568	14	48	0	0	20	0	0
Stage 1	538	538	-	16	16	-	-	-	-	-	-	-
Stage 2	29	22	-	556	552	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	437	440	1040	434	435	1072	1572	-	-	1609	-	-
Stage 1	531	526	-	1009	886	-	-	-	-	-	-	-
Stage 2	993	881	-	519	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	235	365	1032	347	361	1067	1564	-	-	1601	-	-
Mov Cap-2 Maneuver	235	365	-	347	361	-	-	-	-	-	-	-
Stage 1	528	439	-	1003	881	-	-	-	-	-	-	-
Stage 2	632	876	-	395	432	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.2		9.6		0.5		6.6	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1564	-	-	300 1183	1601	-	-
HCM Lane V/C Ratio	0.001	-	-	0.214 0.338	0.158	-	-
HCM Control Delay (s)	7.3	0	-	20.2 9.6	7.7	0	-
HCM Lane LOS	A	A	-	C A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8 1.5	0.6	-	-

Intersection

Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Future Vol, veh/h	64	52	0	4	10	131	1	1	1	127	10	26
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	7	11	0	0	0	4	0	0	0	2	0	6
Mvmt Flow	75	61	0	5	12	154	1	1	1	149	12	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8	7.7	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	55%	3%	78%
Vol Thru, %	33%	45%	7%	6%
Vol Right, %	33%	0%	90%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	116	145	163
LT Vol	1	64	4	127
Through Vol	1	52	10	10
RT Vol	1	0	131	26
Lane Flow Rate	4	136	171	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.005	0.181	0.19	0.249
Departure Headway (Hd)	4.687	4.78	4.004	4.675
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	751	896	769
Service Time	2.725	2.807	2.028	2.703
HCM Lane V/C Ratio	0.005	0.181	0.191	0.25
HCM Control Delay	7.7	8.9	8	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.7	0.7	1

Intersection

Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	48	0	12	57	259	0	11	12	288	28	51
Future Vol, veh/h	29	48	0	12	57	259	0	11	12	288	28	51
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	7	0	0	8	0	1	0	0	8	0	0	12
Mvmt Flow	35	59	0	15	70	316	0	13	15	351	34	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	14.5	9	18.4
HCM LOS	B	B	A	C





















Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	38%	4%	78%
Vol Thru, %	48%	62%	17%	8%
Vol Right, %	52%	0%	79%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	77	328	367
LT Vol	0	29	12	288
Through Vol	11	48	57	28
RT Vol	12	0	259	51
Lane Flow Rate	28	94	400	448
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.158	0.564	0.665
Departure Headway (Hd)	5.696	6.073	5.079	5.35
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	626	589	708	676
Service Time	3.754	4.128	3.119	3.382
HCM Lane V/C Ratio	0.045	0.16	0.565	0.663
HCM Control Delay	9	10.3	14.5	18.4
HCM Lane LOS	A	B	B	C
HCM 95th-tile Q	0.1	0.6	3.6	5

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	36	0	6	30	332	0	4	11	232	13	26
Future Vol, veh/h	23	36	0	6	30	332	0	4	11	232	13	26
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
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	25	39	0	7	33	361	0	4	12	252	14	28
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	11.1	8.1	11.7
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	39%	2%	86%
Vol Thru, %	27%	61%	8%	5%
Vol Right, %	73%	0%	90%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	59	368	271
LT Vol	0	23	6	232
Through Vol	4	36	30	13
RT Vol	11	0	332	26
Lane Flow Rate	16	64	400	295
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.093	0.473	0.412
Departure Headway (Hd)	4.995	5.235	4.254	5.041
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	679	844	707
Service Time	2.995	3.313	2.299	3.12
HCM Lane V/C Ratio	0.022	0.094	0.474	0.417
HCM Control Delay	8.1	8.9	11.1	11.7
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.1	0.3	2.6	2

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	46	0	92	23	387	1	102	53	88	78	14
Future Volume (vph)	120	46	0	92	23	387	1	102	53	88	78	14
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35			35	
Link Distance (ft)		276			618			467			294	
Travel Time (s)		7.5			8.4			9.1			5.7	
Confl. Peds. (#/hr)	5					5			1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%	2%	1%	6%	2%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	121	407	0	108	56	93	97	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	5	5		5	5		1	1	1		1	
Act Effct Green (s)		16.2			16.2	27.5		50.5	50.5	63.8	60.8	
Actuated g/C Ratio		0.18			0.18	0.31		0.56	0.56	0.71	0.68	
v/c Ratio		0.72			0.49	0.52		0.10	0.06	0.11	0.08	
Control Delay		50.3			38.6	4.5		11.0	1.6	5.4	5.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		50.3			38.6	4.5		11.0	1.6	5.4	5.5	
LOS		D			D	A		B	A	A	A	
Approach Delay		50.3			12.3			7.8			5.4	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		94			62	0		26	0	14	14	

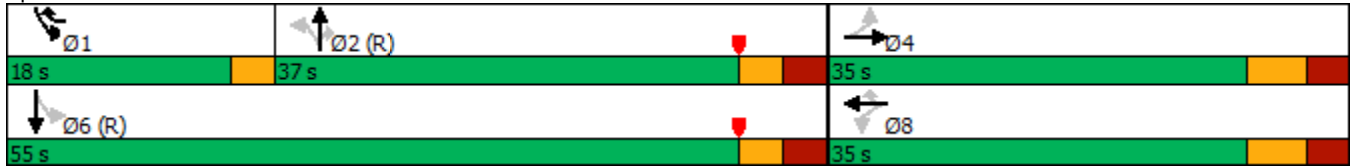






















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		150			106	52		62	11	36	38	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		419			426	885		1106	915	908	1194	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.42			0.28	0.46		0.10	0.06	0.10	0.08	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization	91.3%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	37	0	158	52	173	6	160	203	216	200	67
Future Volume (vph)	26	37	0	158	52	173	6	160	203	216	200	67
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35			35	
Link Distance (ft)		276			618			467			294	
Travel Time (s)		7.5			8.4			9.1			5.7	
Confl. Peds. (#/hr)	7					7	9		1	1		9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	2%	1%	1%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	242	199	0	191	233	248	307	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5	5		5	
Act Effct Green (s)		19.7			19.7	34.0		44.0	44.0	60.3	57.3	
Actuated g/C Ratio		0.22			0.22	0.38		0.49	0.49	0.67	0.64	
v/c Ratio		0.24			0.77	0.27		0.20	0.25	0.31	0.27	
Control Delay		28.6			48.7	2.7		16.3	3.5	7.9	8.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		28.6			48.7	2.7		16.3	3.5	7.9	8.2	
LOS		C			D	A		B	A	A	A	
Approach Delay		28.6			27.9			9.3			8.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		34			130	0		58	0	48	62	























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		62			183	26		124	42	98	123	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		438			446	818		943	921	825	1139	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.17			0.54	0.24		0.20	0.25	0.30	0.27	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	15.3
Intersection LOS:	B
Intersection Capacity Utilization	100.6%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road



												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	47	0	143	36	103	5	95	160	84	94	33
Future Volume (vph)	84	47	0	143	36	103	5	95	160	84	94	33
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35				35
Link Distance (ft)		276			618			467				294
Travel Time (s)		7.5			8.4			9.1				5.7
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	1%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	205	118	0	115	184	97	146	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0	0		0	
Act Effct Green (s)		18.1			18.1	29.5		48.5	48.5	61.9	58.9	
Actuated g/C Ratio		0.20			0.20	0.33		0.54	0.54	0.69	0.65	
v/c Ratio		0.65			0.75	0.19		0.11	0.18	0.11	0.12	
Control Delay		45.3			49.5	3.8		12.3	2.8	6.2	5.9	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		45.3			49.5	3.8		12.3	2.8	6.2	5.9	
LOS		D			D	A		B	A	A	A	
Approach Delay		45.3			32.8			6.4			6.0	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		79			110	0		30	0	16	22	






















Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		125			161	26		67	32	39	53	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		358			424	751		1051	998	897	1180	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.42			0.48	0.16		0.11	0.18	0.11	0.12	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization	89.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road



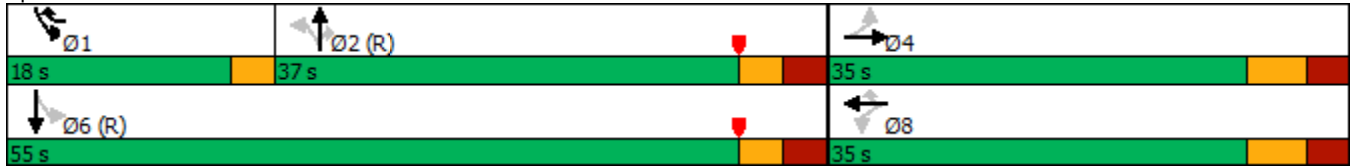
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	46	0	92	23	387	1	116	65	88	83	14
Future Volume (vph)	120	46	0	92	23	387	1	116	65	88	83	14
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35				35
Link Distance (ft)		276			618			467				294
Travel Time (s)		7.5			8.4			9.1				5.7
Confl. Peds. (#/hr)	5					5			1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	0%	2%	1%	2%	1%	6%	2%	5%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	121	407	0	123	68	93	102	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	5	5		5	5		1	1	1		1	
Act Effct Green (s)		16.2			16.2	27.5		50.5	50.5	63.8	60.8	
Actuated g/C Ratio		0.18			0.18	0.31		0.56	0.56	0.71	0.68	
v/c Ratio		0.72			0.49	0.52		0.11	0.07	0.11	0.09	
Control Delay		50.3			38.6	4.5		11.1	2.4	5.4	5.5	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		50.3			38.6	4.5		11.1	2.4	5.4	5.5	
LOS		D			D	A		B	A	A	A	
Approach Delay		50.3			12.3			8.0			5.5	
Approach LOS		D			B			A			A	
Queue Length 50th (ft)		94			62	0		30	0	14	15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		150			106	52		69	16	36	40	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		419			426	885		1106	915	900	1194	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.42			0.28	0.46		0.11	0.07	0.10	0.09	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	16.4
Intersection LOS:	B
Intersection Capacity Utilization	91.3%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	↕
Traffic Volume (vph)	26	37	0	158	52	173	6	173	213	216	204	67
Future Volume (vph)	26	37	0	158	52	173	6	173	213	216	204	67
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%			0%	
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35				35
Link Distance (ft)		276			618			467				294
Travel Time (s)		7.5			8.4			9.1				5.7
Confl. Peds. (#/hr)	7					7	9		1	1		9
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	2%	1%	1%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	242	199	0	206	245	248	311	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5	5		5	
Act Effct Green (s)		19.7			19.7	34.0		44.0	44.0	60.3	57.3	
Actuated g/C Ratio		0.22			0.22	0.38		0.49	0.49	0.67	0.64	
v/c Ratio		0.24			0.77	0.27		0.22	0.26	0.32	0.27	
Control Delay		28.6			48.7	2.7		16.4	3.5	8.0	8.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		28.6			48.7	2.7		16.4	3.5	8.0	8.2	
LOS		C			D	A		B	A	A	A	
Approach Delay		28.6			27.9			9.4			8.1	
Approach LOS		C			C			A			A	
Queue Length 50th (ft)		34			130	0		63	0	48	63	

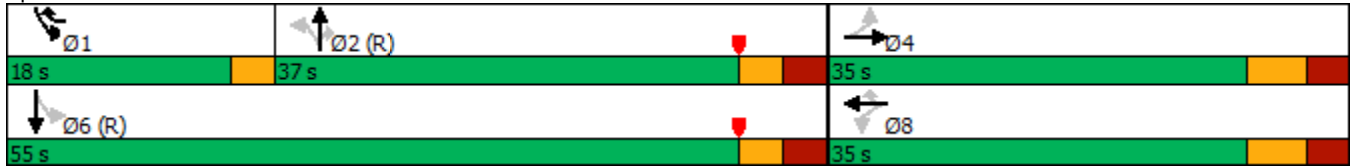


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		62			183	26		134	43	98	125	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		438			446	818		944	927	818	1140	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.17			0.54	0.24		0.22	0.26	0.30	0.27	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization	100.6%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕	↕	↕	↕	↕
Traffic Volume (vph)	84	47	0	143	36	103	5	118	182	84	103	33
Future Volume (vph)	84	47	0	143	36	103	5	118	182	84	103	33
Ideal Flow (vphpl)	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950	1950
Lane Width (ft)	12	12	12	12	12	12	12	13	13	10	11	12
Grade (%)		0%			-2%			2%				0%
Storage Length (ft)	0		0	0		0	0		100	145		0
Storage Lanes	0		0	0		1	0		1	1		0
Taper Length (ft)	25			25			25			55		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			50			35				35
Link Distance (ft)		276			618			467				294
Travel Time (s)		7.5			8.4			9.1				5.7
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	2%	2%	0%	2%	0%	2%	1%	0%	0%	1%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	0	0	205	118	0	142	209	97	156	0
Turn Type	Perm	NA		Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4			8	1		2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	4	4		8	8	1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0	7.0	31.0	31.0	31.0	7.0	49.0	
Minimum Split (s)	14.0	14.0		14.0	14.0	10.0	37.0	37.0	37.0	10.0	55.0	
Total Split (s)	35.0	35.0		35.0	35.0	18.0	37.0	37.0	37.0	18.0	55.0	
Total Split (%)	38.9%	38.9%		38.9%	38.9%	20.0%	41.1%	41.1%	41.1%	20.0%	61.1%	
Maximum Green (s)	28.0	28.0		28.0	28.0	15.0	31.0	31.0	31.0	15.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	3.0	3.0		3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		7.0			7.0	3.0		6.0	6.0	3.0	6.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	None		None	None	None	C-Min	C-Min	C-Min	None	C-Min	
Walk Time (s)	8.0	8.0		8.0	8.0		7.0	7.0	7.0		7.0	
Flash Dont Walk (s)	15.0	15.0		15.0	15.0		16.0	16.0	16.0		16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0	0		0	
Act Effct Green (s)		18.1			18.1	29.5		48.5	48.5	61.9	58.9	
Actuated g/C Ratio		0.20			0.20	0.33		0.54	0.54	0.69	0.65	
v/c Ratio		0.65			0.75	0.19		0.13	0.21	0.12	0.13	
Control Delay		45.3			49.5	3.8		12.4	2.7	6.2	6.2	
Queue Delay		0.0			0.0	0.0		0.0	0.0	0.0	0.0	
Total Delay		45.3			49.5	3.8		12.4	2.7	6.2	6.2	
LOS		D			D	A		B	A	A	A	
Approach Delay		45.3			32.8			6.6			6.2	
Approach LOS		D			C			A			A	
Queue Length 50th (ft)		79			110	0		37	0	16	24	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		125			161	26		81	34	39	57	
Internal Link Dist (ft)		196			538			387			214	
Turn Bay Length (ft)									100	145		
Base Capacity (vph)		358			424	751		1054	1010	883	1182	
Starvation Cap Reductn		0			0	0		0	0	0	0	
Spillback Cap Reductn		0			0	0		0	0	0	0	
Storage Cap Reductn		0			0	0		0	0	0	0	
Reduced v/c Ratio		0.42			0.48	0.16		0.13	0.21	0.11	0.13	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	84 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	19.8
Intersection LOS:	B
Intersection Capacity Utilization	89.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 50: Canal Point Boulevard/Canal Pointe Boulevard & Loetscher Place/Meadow Road

