

APPENDIX K

Future 2025 Capacity/Level-of-Service Analysis Worksheets With Development

Intersection	1.8			
Int Delay, s/veh				
Vol, veh/h	EBT	EBR	WBL	WBT
Conflicting Peds, #/hr	83	8	19	171
Sign Control	0	0	0	0
RT Channelized	-	None	-	None
Storage Length	0	-	0	0
Veh in Median Storage #	2	-	-3	4
Grade, %	88	88	88	88
Peak Hour Factor	3	0	6	1
Heavy Vehicles, %	72	9	22	194
Mvmt Flow				

Major/Minor	Major1	Major2	Minor
Conflicting Flow All	0	0	314
Stage 1	-	-	76
Stage 2	-	-	238
Critical Hwy	-	4.4	7.27
Critical Hwy Sig 1	-	-	6.27
Critical Hwy Sig 2	-	-	6.27
Follow-up Hwy	-	3.1	3.2
Pot Cap-1 Maneuver	-	1089	703
Stage 1	-	-	1051
Stage 2	-	-	849
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1089	887
Mov Cap-2 Maneuver	-	-	687
Stage 1	-	-	1051
Stage 2	-	-	829

Approach	EBT	EBR	WBL	WBT	NB
HCM Control Delay, s	0	-	0.8	-	9.6
HCM LOS	-	-	A	-	A

Minor Lane/Major/Minor	NBL	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	1089	-
HCM Lane V/C Ratio	0.063	-	-	0.02	-
HCM Control Delay (s)	9.6	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %ile Q(veh)	0.2	-	-	0.1	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	63	8	19	171	18	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	13	13
Grade (%)	2%	-	-3%	4%	-	-
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.985	-	0.985	0.978	-	-
Ped Bike Factor	1596	0	0	1671	1520	0
Flt-Protected	1596	0	0	1671	1520	0
Satd. Flow (prot)	25	0	0	25	25	0
Flt-Permitted	1452	0	0	314	498	0
Satd. Flow (perm)	39.6	-	8.6	13.6	-	-
Link Speed (mph)	0.88	0.88	0.88	0.88	0.88	0.88
Link Distance (ft)	100%	100%	100%	100%	100%	100%
Travel Time (s)	3%	0%	6%	1%	7%	10%
Conf. Peds. (#/hr)	0	0	0	0	0	0
Conf. Bikes (#/hr)	0	0	0	0	0	0
Peak Hour Factor	0%	0%	0%	0%	0%	0%
Growth Factor	72	9	22	194	20	24
Heavy Vehicles (%)	81	0	0	216	44	0
Bus Blockages (#/hr)	Free	-	Free	Stop	-	-
Parking (#/hr)						
Mid-Block Traffic (%)						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Sign Control						

Intersection Summary	Area Type	Other
Control Type: Unsignalized	-	-

Intersection	44.1
Int Delay, s/veh	44.1

Movement	WBL	WBR	NBT	NBR	SBT	SBT
Vol, veh/h	49	152	1251	36	33	647
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	-	-	105	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade, %	1	-	2	-	-	-2
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	4	3	6	7	5
Mvmt Flow	51	158	1303	38	34	674

Major/Minor	Minor	Major1	Major2
Controlling Flow All	2046	1303	0
Stage 1	1303	-	-
Stage 2	743	-	-
Critical Hdwy	6.62	6.34	4.4
Critical Hdwy Sig 1	5.62	-	-
Critical Hdwy Sig 2	5.62	-	-
Follow-up Hdwy	3	3.1	3.1
Pot Cap-1 Maneuver	58	195	393
Stage 1	257	-	-
Stage 2	505	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-50	195	393
Mov Cap-2 Maneuver	-50	-	-
Stage 1	257	-	-
Stage 2	435	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 472.9	0	0.7
HCM LOS	F	-	-

Minor Lane/Minor Mvmt	NBT	NBR	WBL1	WBR1	SBT
Capacity (veh/h)	-	-	114	393	-
HCM Lane V/C Ratio	-	-	1.837	0.087	-
HCM Control Delay (s)	-	-	472.9	15	0
HCM Lane LOS	-	-	F	C	A
HCM 95th %tile Q(veh)	-	-	16.6	0.3	-

Notes: \$: Delay exceeds capacity; .: Delay exceeds 300s; -: Computation Not Defined; *: All major volume in platoon



Lane Group	WBL	WBR	NBT	NBR	SBT	SBT
Lane Configurations	4	1	1	1	1	1
Volume (vph)	49	152	1251	36	33	647
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	11	15	12	12
Grade (%)	1%	0%	2%	-2%	-2%	-2%
Storage Length (ft)	0	0	0	105	0	0
Storage Lanes	1	0	0	1	0	0
Taper Length (ft)	75	0	0	75	0	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ft	0.988	0.850	0.850	0.988	0.988	0.988
Ft Protected	0.988	0	1672	1572	0	1726
Satd. Flow (prot)	1433	0	1672	1572	0	1726
Ft Permitted	0.988	0.988	0.988	0.988	0.988	0.988
Satd. Flow (perm)	1433	0	1672	1572	0	1726
Link Speed (mph)	25	45	45	45	45	45
Link Distance (ft)	1452	1875	1875	410	410	410
Travel Time (s)	39.6	28.4	28.4	6.2	6.2	6.2
Cont. Peds. (#/hr)	0	0	0	0	0	0
Cont. Bikes (#/hr)	0	0	0	0	0	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	3%	6%	7%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0
Mid-Block Traffic (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	51	158	1303	38	34	674
Shared Lane Traffic (%)	0	0	0	0	0	0
Lane Group Flow (vph)	209	0	1303	38	0	708
Sign Control	Stop	Free	Free	Free	Free	Free

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized



Intersection	SR 252		SR 1022	
Int Delay, s/veh	WBL	WBR	NBT	NBR
Vol, veh/h	26	106	1270	45
Conflicting Peds, #/hr	0	0	0	0
Sign Control	Stop	Stop	Free	Free
RT Channelized	-	None	-	None
Storage Length	0	0	0	186
Veh in Median Storage, #	0	0	0	-1
Grade, %	3	-	0	-
Peak Hour Factor	96	96	96	96
Heavy Vehicles, %	0	0	3	3
Mvmt Flow	27	110	1323	47

Area Type	WBL	WBR	NBT	NBR	SBT
Volume (vph)	26	106	1270	45	77
Ideal Flow (vphpl)	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	12	12	12
Grade (%)	3%	0%	0%	0%	-1%
Storage Length (ft)	0	0	0	186	0
Storage Lanes	1	0	0	0	1
Taper Length (ft)	75	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.992	0.995			
FRT	0.990		0.960		
Satd. Flow (prot)	1461	0	1739	0	1548
FRT Permitted	0.990		0.960		
Satd. Flow (perm)	1461	0	1739	0	1548
Link Speed (mph)	25		35		45
Link Distance (ft)	660		484		1875
Travel Time (s)	18.0		9.4		28.4
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	3%	11%
Bus Blockages (#/hr)	0	0	0	0	0
Parking (#/hr)					
Mid-Block Traffic (%)	0%	0%	0%	0%	0%
Adj. Flow (vph)	27	110	1323	47	80
Shared Lane Traffic (%)					
Lane Group Flow (vph)	137	0	1370	0	80
Sign Control	Stop	Free	Free	Free	Free

Major/Minor	Minor	Major1	Major2
Conflicting Flow All	2238	1346	0
Stage 1	1346	-	-
Stage 2	892	-	-
Critical Heavy	7	6.5	4.4
Critical Heavy Sig 1	6	-	-
Critical Heavy Sig 2	6	-	-
Follow-up Hwy	3	3.1	3.1
Pot Cap-1 Maneuver	34	173	371
Stage 1	212	-	-
Stage 2	385	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-27	173	371
Mov Cap-2 Maneuver	-27	-	-
Stage 1	212	-	-
Stage 2	302	-	-

Area Type	WBL	NB	SB
Approach	\$ 419.4	0	1.7
HCM Control Delay, s	F		
HCM LOS			

Minor Lane/Major Mvmt	NBT	NBR	WBL	WBR	SBT
Capacity (veh/h)	-	-	84	371	-
HCM Lane V/C Ratio	-	-	1.637	0.216	-
HCM Control Delay (s)	-	-	\$ 419.4	17.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %ile Q(veh)	-	-	11.3	0.8	-

Area Type	Other
Control Type	Unsignalized

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

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

Intersection	EBL	EBT	WBT	WBR	SBL	SBR
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	15	101	123	30	35	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	0	-	0
Veh in Median Storage, #	-	0	-	0	-	0
Grade, %	-	-1	-	2	-	-1
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	9	0	11	3	0
Mvmt Flow	18	119	145	35	41	9

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	180	0	0	316
Stage 1	-	-	-	162
Stage 2	-	-	-	154
Critical Hdwy	4.4	-	-	6.23
Critical Hdwy Stg 1	-	-	-	5.23
Critical Hdwy Stg 2	-	-	-	5.23
Follow-up Hdwy	3.1	-	-	3
Pot Cap-1 Maneuver	1006	-	-	790
Stage 1	-	-	-	1014
Stage 2	-	-	-	1022
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1006	-	-	775
Mov Cap-2 Maneuver	-	-	-	775
Stage 1	-	-	-	1014
Stage 2	-	-	-	1003

Approach	EBL	EBT	WBT	WBR	SBL	SBR
HCM Control Delay, s	1.1	-	-	-	-	9.8
HCM LOS	A	-	-	-	-	A

Minor Lane/Minor Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1006	-	-	-	-	802
HCM Lane V/C Ratio	0.018	-	-	-	-	0.063
HCM Control Delay (s)	8.6	0	-	-	-	9.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0.1	-	-	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	4 T P T					
Volume (vph)	15	101	123	30	35	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	13	13
Grade (%)	0	-1%	2%	0	-1%	0
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	1	0
Taper Length (ft)	75	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.974	-	-	-	-	-
Flt	0.993	-	-	-	-	0.976
Satd. Flow (prot)	0	1540	1566	0	1711	0
Flt Permitted	0.993	-	-	-	-	0.961
Satd. Flow (perm)	0	1540	1566	0	1711	0
Link Speed (mph)	25	25	25	25	25	25
Link Distance (ft)	446	604	615	615	615	615
Travel Time (s)	12.2	16.5	16.8	16.8	16.8	16.8
Confl. Peds. (#/hr)	-	-	-	-	-	-
Confl. Bikes (#/hr)	-	-	-	-	-	-
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	9%	0%	11%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	-	-	-	-	-	-
Mid-Block Traffic (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	18	119	145	35	41	9
Shared Lane Traffic (%)	-	-	-	-	-	-
Lane Group Flow (vph)	0	137	180	0	50	0
Sign Control	Free	Free	Free	Free	Stop	Stop

Intersection Summary	Area Type	Other
Control Type: Unsignalized	-	-

Intersection	EBT	EBR	WBL	WBR	NBL	NBR
Int Delay, s/veh	3.7					

Lane Group	EBT	EBR	WBL	WBR	NBL	NBR
Lane Configurations	P					
Volume (vph)	128	15	52	150	25	99
Ideal Flow (veh/pl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	11	11	12	12
Grade (%)	-1%		1%	-1%		
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	1	0	0
Taper Length (ft)	0	75		75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Ft	0.986			0.892		
Flt Protected			0.987	0.990		
Satd. Flow (prot)	1529	0	1610	1945	0	
Flt P emitted			0.987	0.990		
Satd. Flow (perm)	1529	0	1610	1545	0	
Link Speed (mph)	25		25	25		
Link Distance (ft)	351		455	1996		
Travel Time (s)	9.5		12.4	54.4		
Contd. Bikes (#/hr)						
Contd. Peds. (#/hr)						
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	8%	21%	1%	9%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%	0%		
Adj. Flow (vph)	145	17	59	170	28	113
Shared Lane Traffic (%)						
Lane Group Flow (vph)	162	0	0	229	140	0
Sign Control	Free	Free	Free	Stop	Stop	Stop

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	163	0
Stage 1			154	
Stage 2			289	
Critical Hdwy		4.5		
Critical Hdwy Sig 1			6.29	
Critical Hdwy Sig 2			5.29	
Follow-up Hdwy		3.2		3.1
Pot Cap-1 Maneuver		986		644
Stage 1			989	
Stage 2			858	
Platoon blocked, %				
Mov Cap-1 Maneuver		986		601
Mov Cap-2 Maneuver				801
Stage 1			989	
Stage 2			801	

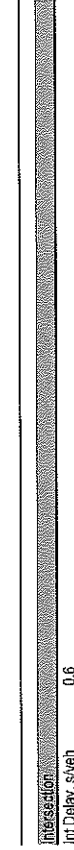
Area Type	Other
Control Type: Unsignalized	

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	10.1
HCM LOS			B

Minor Lane	Major	Minor	NBL	EBL	WBL	NBR	EBR	WBR	NBR
Capacity (veh/h)	853				986				
HCM Lane V/C Ratio	0.165				0.06				
HCM Control Delay (s)	10.1				8.9				
HCM Lane LOS	B				A				
HCM 95th %ile Q(veh)	0.6				0.2				

Minor Lane	Major	Minor	NBL	EBL	WBL	NBR	EBR	WBR	NBR
Capacity (veh/h)	853				986				
HCM Lane V/C Ratio	0.165				0.06				
HCM Control Delay (s)	10.1				8.9				
HCM Lane LOS	B				A				
HCM 95th %ile Q(veh)	0.6				0.2				

Area Type	Other
Control Type: Unsignalized	



Intersection	EB	EBR	WB	WBR	NB	NBR
Int Delay, s/veh	0.6					
Movement	110	8	8	123	4	5
Vol, veh/h	1800	1800	1800	1800	1800	1800
Ideal Flow (vphpl)	10	10	10	12	12	12
Lane Width (ft)	3%	0%	-2%	0%	0%	0%
Grade (%)	0	0	0	0	0	0
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	0
Taper Length (ft)	75	75	75	75	75	75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					
Frt	0.991					
Flt Protected	0.926					
Satd. Flow (prot)	0.987					
Flt Permitted	0.978					
Satd. Flow (perm)	1630					
Link Speed (mph)	1630					
Link Distance (ft)	25					
Travel Time (s)	532					
Confl. Bikes (#/hr)	14.5					
Confl. Peds. (#/hr)	12.2					
Peak Hour Factor	0.85					
Growth Factor	100%					
Heavy Vehicles (%)	0%					
Bus Blockages (#/hr)	0					
Parking (#/hr)	0					
Mid-Block Traffic (%)	0%					
Adj. Flow (vph)	129					
Shared Lane Traffic (%)	9					
Lane Group Flow (vph)	138					
Sign Control	Free					

Major/Minor	Major	Minor
Conflicting Flow All	0	0
Stage 1	139	0
Stage 2	0	298
Critical Heavy	4.3	6.4
Critical Heavy Sig 1	5.4	6.2
Critical Heavy Sig 2	5.4	5.4
Follow-up Heavy	3	3
Pot Cap-1 Maneuver	1076	798
Stage 1	1037	976
Stage 2	1004	0
Platoon blocked, %	0	0
Mov Cap-1 Maneuver	1076	791
Mov Cap-2 Maneuver	0	791
Stage 1	1037	976
Stage 2	995	0

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.1
HCM LOS	A	A	A

Minor Lane/Minor Movt	NBLn	EBT	EBR	WBL	WBT
Capacity (veh/h)	884	0	0	1076	0
HCM Lane V/C Ratio	0.012	0	0	0.009	0
HCM Control Delay (s)	9.1	0	0	8.4	0
HCM Lane LOS	A	A	A	A	A
HCM 95th %tile Cl(veh)	0	0	0	0	0

Area Type: Other
 Control Type: Unsignalized



Intersection	EB	EBR	WB	WBR	NB	NBR
Int Delay, s/veh	0.6					
Movement	110	8	8	123	4	5
Vol, veh/h	1800	1800	1800	1800	1800	1800
Ideal Flow (vphpl)	10	10	10	12	12	12
Lane Width (ft)	3%	0%	-2%	0%	0%	0%
Grade (%)	0	0	0	0	0	0
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	0	0
Taper Length (ft)	75	75	75	75	75	75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00					
Frt	0.991					
Flt Protected	0.926					
Satd. Flow (prot)	0.987					
Flt Permitted	0.978					
Satd. Flow (perm)	1630					
Link Speed (mph)	1630					
Link Distance (ft)	25					
Travel Time (s)	532					
Confl. Bikes (#/hr)	14.5					
Confl. Peds. (#/hr)	12.2					
Peak Hour Factor	0.85					
Growth Factor	100%					
Heavy Vehicles (%)	0%					
Bus Blockages (#/hr)	0					
Parking (#/hr)	0					
Mid-Block Traffic (%)	0%					
Adj. Flow (vph)	129					
Shared Lane Traffic (%)	9					
Lane Group Flow (vph)	138					
Sign Control	Free					

Major/Minor	Major	Minor
Conflicting Flow All	0	0
Stage 1	139	0
Stage 2	0	298
Critical Heavy	4.3	6.4
Critical Heavy Sig 1	5.4	6.2
Critical Heavy Sig 2	5.4	5.4
Follow-up Heavy	3	3
Pot Cap-1 Maneuver	1076	798
Stage 1	1037	976
Stage 2	1004	0
Platoon blocked, %	0	0
Mov Cap-1 Maneuver	1076	791
Mov Cap-2 Maneuver	0	791
Stage 1	1037	976
Stage 2	995	0

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.1
HCM LOS	A	A	A

Minor Lane/Minor Movt	NBLn	EBT	EBR	WBL	WBT
Capacity (veh/h)	884	0	0	1076	0
HCM Lane V/C Ratio	0.012	0	0	0.009	0
HCM Control Delay (s)	9.1	0	0	8.4	0
HCM Lane LOS	A	A	A	A	A
HCM 95th %tile Cl(veh)	0	0	0	0	0

Area Type: Other
 Control Type: Unsignalized

Intersection										
1.1										
Int Delay, s/Veh										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Vol, veh/h	132	4	26	151	2	14				
Conflicting Peds. #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage #	0	-	-	-	0	-				
Grade, %	-4	-	-	-	2	0				
Peak Hour Factor	85	85	85	85	85	85				
Heavy Vehicles, %	7	0	0	2	0	0				
Mvmt Flow	155	5	31	178	2	16				
Major/Minor	Major1	Major2	Minor1							
Conflicting Flow All	0	0	160	0	397	168				
Stage 1	-	-	-	-	158	-				
Stage 2	-	-	-	-	239	-				
Critical Hdwy	-	-	4.3	-	6.4	6.2				
Critical Hdwy Stg 1	-	-	-	-	5.4	-				
Critical Hdwy Stg 2	-	-	-	-	3.4	-				
Follow-up Hdwy	-	-	3	-	3	3.1				
Pot Cap-1 Maneuver	-	-	1059	-	696	946				
Stage 1	-	-	-	-	1010	-				
Stage 2	-	-	-	-	925	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	1059	-	674	946				
Mov Cap-2 Maneuver	-	-	-	-	674	-				
Stage 1	-	-	-	-	1010	-				
Stage 2	-	-	-	-	895	-				
Approach	EB	WB	NB							
HCM Control Delay, s	0	1.2	9.1							
HCM LOS			A							
Minor Lane/Minor Mvmt	NBLn1	EBT	EBR	WBL	WBT					
Capacity (veh/h)	901	-	-	1059	-					
HCM Lane V/C Ratio	0.021	-	-	0.029	-					
HCM Control Delay (s)	9.1	-	-	8.5	0					
HCM Lane LOS	A	-	-	A	A					
HCM 95th %ile Q(veh)	0.1	-	-	0.1	-					

Intersection										
1.1										
Int Delay, s/Veh										
Movement	EBT	EBR	WBL	WBT	NBL	NBR				
Vol, veh/h	132	4	26	151	2	14				
Conflicting Peds. #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage #	0	-	-	-	0	-				
Grade, %	-4	-	-	-	2	0				
Peak Hour Factor	85	85	85	85	85	85				
Heavy Vehicles, %	7	0	0	2	0	0				
Mvmt Flow	155	5	31	178	2	16				
Major/Minor	Major1	Major2	Minor1							
Conflicting Flow All	0	0	160	0	397	168				
Stage 1	-	-	-	-	158	-				
Stage 2	-	-	-	-	239	-				
Critical Hdwy	-	-	4.3	-	6.4	6.2				
Critical Hdwy Stg 1	-	-	-	-	5.4	-				
Critical Hdwy Stg 2	-	-	-	-	3.4	-				
Follow-up Hdwy	-	-	3	-	3	3.1				
Pot Cap-1 Maneuver	-	-	1059	-	696	946				
Stage 1	-	-	-	-	1010	-				
Stage 2	-	-	-	-	925	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	-	-	1059	-	674	946				
Mov Cap-2 Maneuver	-	-	-	-	674	-				
Stage 1	-	-	-	-	1010	-				
Stage 2	-	-	-	-	895	-				
Approach	EB	WB	NB							
HCM Control Delay, s	0	1.2	9.1							
HCM LOS			A							
Minor Lane/Minor Mvmt	NBLn1	EBT	EBR	WBL	WBT					
Capacity (veh/h)	901	-	-	1059	-					
HCM Lane V/C Ratio	0.021	-	-	0.029	-					
HCM Control Delay (s)	9.1	-	-	8.5	0					
HCM Lane LOS	A	-	-	A	A					
HCM 95th %ile Q(veh)	0.1	-	-	0.1	-					



Intersection	0.8					
Int Delay, s/veh						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	10	120	58	8	4	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage #	-	0	-	0	-	-
Grade, %	-	5	-	1	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	0	19	0	0
Mvmt Flow	11	136	66	9	5	6

Major/Minor	Major	Minor
Conflicting Flow All	75	0
Stage 1	-	229
Stage 2	-	70
Critical Hdwy	4.3	159
Critical Hdwy Stg 1	-	6.4
Critical Hdwy Stg 2	-	5.4
Follow-up Hdwy	3	3.4
Pot Cap-1 Maneuver	1132	877
Stage 1	-	1112
Stage 2	-	1009
Platoon blocked, %	-	-
Mov Cap-1 Maneuver	1132	867
Mov Cap-2 Maneuver	-	867
Stage 1	-	1112
Stage 2	-	998

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	8.8
HCM LOS	A	A	A

Minor Lane/Minor Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1132	-	-	-	-	965
HCM Lane V/C Ratio	0.01	-	-	-	-	-0.011
HCM Control Delay (s)	8.2	0	-	-	-	8.8
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0	-	-	-	-	0

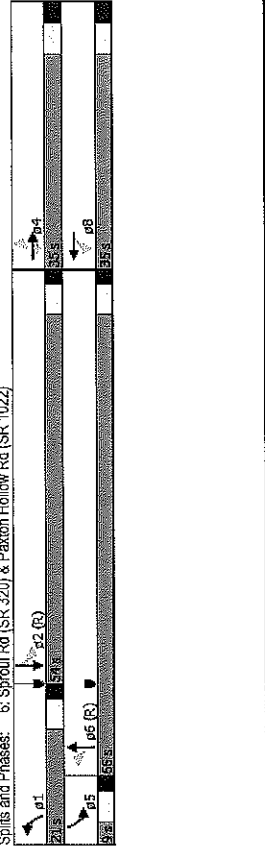


Area Type	Other
Control Type: Unsignalized	

Area Type	Other
Control Type: Unsignalized	

Lead/Lag	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimizer?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time Before Reduces (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduces (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flesh Don't Walk (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
v/c Ratio	0.69	0.65	0.65	0.01	0.01	0.01	0.80	0.86	0.03	0.93	0.03	0.93
Control Delay	57.4	14.8	14.8	31.5	31.5	31.5	48.4	19.8	8.6	39.4	8.6	39.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.4	14.8	14.8	31.5	31.5	31.5	48.4	19.8	8.6	39.4	8.6	39.4
Queue Length 50th (ft)	96	35	35	1	1	1	119	455	1	~529	1	~529
Queue Length 95th (ft)	152	102	102	7	7	7	#300	#945	6	#694	6	#694
Internal Link Dist (ft)	1286	150	150	399	399	399	149	773	129	1002	129	1002
Turn Bay Length (ft)	295	556	556	308	2284	146	151	151	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stagnation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.45	0.45	0.01	0.01	0.01	0.80	0.86	0.03	0.93	0.03	0.93

Intersection Summary
 Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 61 (55%), Referenced to phase 2:SBTL and 6:NBLT, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 - Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 #. 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



Lane/Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	139	2	241	1	1	0	239	1884	2	5	1264	114
Volume (vph)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Ideal Flow (vphpl)	12	12	14	10	10	10	8	12	15	9	11	13
Lane Width (ft)	0	2%	150	0	0	0%	0	149	0	129	0	0
Storage Length (ft)	0	0	1	0	0	0	0	1	0	1	0	0
Taper Length (ft)	75	1.00	1.00	1.00	1.00	1.00	0.75	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor	0.850											0.988
Flt Protected	0.953			0.975			0.950		0.950			
Satd. Flow (prot)	0	1467	1564	0	1640	0	1411	3255	0	1547	3141	0
Flt Permitted	0.728			0.901			0.068		0.075			
Satd. Flow (perm)	0	1120	1584	0	1514	0	101	3255	0	122	3141	0
Right Turn on Red	Yes			Yes			Yes		Yes			Yes
Satd. Flow (RTOR)	189			25	40		40		40			11
Link Speed (mph)	1376			470	853		1082		1082			1082
Travel Time (s)	37.5			12.8	14.5		18.4		18.4			18.4
Cont. Peds. (#/hr)												
Cont. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	16%	0%	2%	0%	0%	0%	4%	4%	0%	0%	4%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	143	2	248	1	1	0	246	1942	2	5	1303	118
Adj. Flow (vph)												
Shared Lane Traffic (%)	0	145	248	0	2	0	246	1944	0	5	1421	0
Lane Group Flow (vph)	Left	Thru	Right	Left	Thru	Thru	Left	Thru	Left	Thru	Left	Thru
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	30	30	30	30	30	30	30	30	30	30	30	30
Leading Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Trailing Detector (ft)	Perm	NA	Perm	Perm	NA	Perm	NA	pm+pt	NA	pm+pt	NA	NA
Turn Type	4			8			1	6		5		2
Protected Phases	4	4	4	8	8	8	1	6		5		2
Permitted Phases	4	4	4	8	8	8	1	6		5		2
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	15.0	3.0	3.0	15.0	3.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	9.0	33.0	9.0	33.0	9.0	33.0
Total Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	21.0	66.0	9.0	54.0	9.0	54.0
Total Split (%)	31.8%	31.8%	31.8%	31.8%	31.8%	31.8%	19.1%	60.0%	8.2%	49.1%	8.2%	49.1%
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0	28.0	15.0	60.0	3.0	48.0	3.0	48.0
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	139	2	241	1	1	0	239	1684	2	5	1284
Volume (veh/h)	7	4	14	3	8	18	1	6	16	5	2
Number	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Ob.) veh	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	1.00	1.00	1.00
Parking Bus, Adj	1782	1539	1817	1800	1800	1800	1845	1714	1853	1737	1731
Adj Sat Flow, veh/h	143	2	155	1	1	0	246	1942	2	5	1303
Adj Flow Rate, veh/h	0	1	1	0	1	0	1	2	0	1	2
Adj No. of Lanes	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	0	0	2	0	0	0	4	4	4	0	4
Percent Heavy Veh. %	241	2	326	67	52	0	293	2104	2	113	1676
Cap. veh/h	0.20	0.21	0.21	0.20	0.21	0.00	0.10	0.63	0.62	0.01	0.55
Arrive On Green	832	12	1544	86	248	0	1567	3337	3	1654	3069
Sat Flow, veh/h	145	0	155	2	0	0	246	947	997	5	696
Grp Volume(v), veh/h	843	0	1544	333	0	0	1567	1628	1713	1654	1645
Grp Sat Flow(s), veh/h	0.0	0.0	9.7	0.0	0.0	0.0	6.8	56.6	56.6	0.1	36.7
Q Serve(g_s), s	19.6	0.0	9.7	19.7	0.0	0.0	9.8	56.6	56.6	0.1	36.7
Cycle Q Clear(g_c), s	0.99	1.00	0.50	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.15
Prop In Lane	235	0	326	116	0	0	293	1026	1080	113	898
Lane Grp Cap(s), veh/h	0.62	0.00	0.48	0.02	0.00	0.00	0.84	0.82	0.92	0.04	0.78
V/C Ratio(X)	300	0	407	194	0	0	368	1026	1080	151	898
Avail Cap(c_a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoon Ratio	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	42.4	0.0	38.0	35.9	0.0	0.0	21.5	18.0	18.0	21.1	19.7
Uniform Delay (d), sveh	2.6	0.0	1.1	0.1	0.0	0.0	13.1	14.7	14.2	0.2	6.5
Incr Delay (d2), sveh	8.0	0.0	7.6	0.1	0.0	0.0	9.1	38.1	39.6	0.1	25.0
Initial Q Delay(Q3), sveh	45.1	0.0	39.1	36.0	0.0	0.0	34.6	32.7	32.2	21.3	26.2
%ile Back(Q3/Q95%), veh/h											
LnGrp Delay(d), sveh											
LnGrp LOS	D	D	D	D	D	D	C	C	C	C	C
Approach Vol, veh/h	300			2			2190				1419
Approach Delay, sveh	42.0			36.0			32.7				26.2
Approach LOS	D			D			C				C
Time	1	2	3	4	5	6	7	8			
Assigned Phs	1	2		4	5	6		8			
Phs Duration (G+Y+Rc), s	15.7	65.1		29.2	6.4	74.3		29.2			
Change Period (Y+Rc), s	6.0	6.0		7.0	6.0	6.0		7.0			
Max Green Setting (Gmax), s	15.0	48.0		28.0	3.0	60.0		28.0			
Max Q Clear Time (g_c+1), s	9.3	39.2		21.6	2.6	59.1		21.7			
Green Ext Time (g_e), s	0.4	7.5		0.6	0.0	0.9		0.6			
Intersection Summary											
HCM 2010 Ctrl Delay	31.1 C										
HCM 2010 LOS	C										

Intersection	1.3			
Int Delay, s/veh				
Movement	EBT	EBR	WBL	WBR
Vol, veh/h	147	15	30	115
Conflicting Peds, #/hr	0	0	0	0
Sign Control	Free	Free	Free	Stop
RT Channelized	-	None	-	None
Storage Length	-	-	-	0
Veh in Median Storage, #	0	-	0	0
Grade, %	2	-	-3	4
Peak Hour Factor	89	89	89	89
Heavy Vehicles, %	1	0	7	2
Mmnt Flow	165	17	34	129

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	182	0
Stage 1	-	-	-	174
Stage 2	-	-	-	197
Critical Hdwy	-	4.4	-	7.2
Critical Hdwy Sig 1	-	-	-	6.2
Critical Hdwy Sig 2	-	-	-	6.2
Follow-up Hdwy	-	-	3.1	3
Pot Cap-1 Maneuver	-	-	1004	664
Stage 1	-	-	-	965
Stage 2	-	-	-	927
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1004	640
Mov Cap-2 Maneuver	-	-	-	640
Stage 1	-	-	-	955
Stage 2	-	-	-	894

Approach	EB	WB	NB
HCM Control Delay, s	0	1.8	9.9
HCM LOS		A	A

Minor Lane	Major	Minor	NBL	EBL	WBL	WBL
Capacity (veh/h)	751	-	-	1004	-	-
HCM Lane V/C Ratio	0.024	-	-	0.034	-	-
HCM Control Delay (s)	9.9	-	-	8.7	0	-
HCM Lane LOS	A	-	-	A	A	-
HCM 95th %ile Q(veh)	0.1	-	-	0.1	-	-

Lane Group	EBT	EBR	WBL	WBR	NBL	NBR
Lane Configurations	←	←	←	←	←	←
Volume (vph)	147	15	30	115	8	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	13	13
Grade (%)	2%	0	0	-3%	4%	0
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	1	0
Taper Length (ft)	0	0	75	0	75	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.967				0.932	
Flt Protected				0.990	0.976	
Satd. Flow (prot)	1627	0	0	1638	1658	0
Flt Permitted				0.990	0.976	
Satd. Flow (perm)	1627	0	0	1638	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1452			314	498	
Travel Time (s)	39.6			8.6	13.6	
Confli. Peds. (#/hr)						0.89
Confli. Bikes (#/hr)						0.89
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	7%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	165	17	34	129	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	182	0	0	163	18	0
Sign Control	Free			Free	Stop	

Area Type	Other
Control Type: Unsignalized	

Intersection Summary	Other
Area Type: Unsignalized	



Lane Group	WB	MBR	NBT	NBR	SBL	SBT
Lane Configurations	4	9	7	8	10	4
Volume (vph)	40	907	97	80	1044	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	
Lane Width (ft)	10	10	11	15	12	12
Grade (%)	1%	2%	2%	0	-2%	
Storage Length (ft)	0	0	105	0	0	
Storage Lanes	1	0	1	0	0	
Taper Length (ft)	75	1.00	1.00	75	1.00	1.00
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.850			
Ft	0.904				0.986	
Flt Protected	0.986				0.1794	
Satd. Flow (prot)	1490	0	1706	1686	0	0.996
Flt Permitted	0.986					0.1794
Satd. Flow (perm)	1490	0	1706	1686	0	1794
Link Speed (mph)	25		45		45	
Link Distance (ft)	1452		1875		410	
Travel Time (s)	39.6		28.4		6.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	43	104	986	105	87	1135
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	0	986	105	0	1222
Sign Control	Stop	Free	Free	Free	Free	Free

Area Type	Other
Control Type: Unsignalized	

Intersection	Int Delay, s/veh
Intersection	42.7

Minor Lane/Minor Movt	NBT	NBR	SBL	SBT
Capacity (veh/h)	66	542		
HCM Lane V/C Ratio	2.24	0.16		
HCM Control Delay (s)	702.9	12.9	0	
HCM Lane LOS	F	B	A	
HCM 95th %ile Q(veh)	14.1	0.6		

Approach	WB	MB	NB	SB
HCM Control Delay, s	702.9		0	0.9
HCM LOS	F			

Major/Minor	Minor1	Major1	Minor2	Major2
Conflicting Flow All	2295	986	0	986
Stage 1	986			
Stage 2	1309			
Critical Hdwy	6.6	6.3		4.3
Critical Hdwy Stg 1	5.6			
Critical Hdwy Stg 2	5.6			
Follow-up Hdwy	3	3.1		3
Pot Cap-1 Maneuver	40	307		542
Stage 1	380			
Stage 2	257			
Platoon blocked, %				
Mov Cap-1 Maneuver	23	307		542
Mov Cap-2 Maneuver	23			
Stage 1	380			
Stage 2	145			

Minor Lane/Minor Movt	NBT	NBR	SBL	SBT
Capacity (veh/h)	66	542		
HCM Lane V/C Ratio	2.24	0.16		
HCM Control Delay (s)	702.9	12.9	0	
HCM Lane LOS	F	B	A	
HCM 95th %ile Q(veh)	14.1	0.6		

Approach	WB	MB	NB	SB
HCM Control Delay, s	702.9		0	0.9
HCM LOS	F			

Major/Minor	Minor1	Major1	Minor2	Major2
Conflicting Flow All	2295	986	0	986
Stage 1	986			
Stage 2	1309			
Critical Hdwy	6.6	6.3		4.3
Critical Hdwy Stg 1	5.6			
Critical Hdwy Stg 2	5.6			
Follow-up Hdwy	3	3.1		3
Pot Cap-1 Maneuver	40	307		542
Stage 1	380			
Stage 2	257			
Platoon blocked, %				
Mov Cap-1 Maneuver	23	307		542
Mov Cap-2 Maneuver	23			
Stage 1	380			
Stage 2	145			

Minor Lane/Minor Movt	NBT	NBR	SBL	SBT
Capacity (veh/h)	66	542		
HCM Lane V/C Ratio	2.24	0.16		
HCM Control Delay (s)	702.9	12.9	0	
HCM Lane LOS	F	B	A	
HCM 95th %ile Q(veh)	14.1	0.6		

Notes:
 - Delay exceeds 300s - Computation Not Defined * All major volume in platoon

Intersection	WBL	WBR	NBT	NBR	SBL	SBR
Int Delay, s/veh	37.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBR
Vol, veh/h	30	102	930	35	165	947
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-
Storage Length	0	0	0	0	186	0
Veh In Median Storage, #	0	0	0	0	0	-1
Grade, %	3	3	0	0	0	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	1	0	1	1
Mgmt Flow	32	107	979	37	175	997
Major/Minor	Major	Minor	Major	Minor	Major	Minor
Conditioning Flow All	2943	997	0	0	1016	0
Stage 1	997	-	-	-	-	-
Stage 2	1346	-	-	-	-	-
Critical Hwy	7	6.51	-	-	4.3	-
Critical Hwy Sig 1	6	-	-	-	-	-
Critical Hwy Sig 2	6	-	-	-	-	-
Follow-Up Hwy	3	3.1	-	-	3	-
Prot Cap-1 Maneuver	~29	285	-	-	529	-
Stage 1	335	-	-	-	-	-
Stage 2	212	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~19	285	-	-	529	-
Mov Cap-2 Maneuver	~19	-	-	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	142	-	-	-	-	-
Approach	WB	EB	NB	SB	WB	SB
HCM Control Delay, s	\$ 614.9	-	0	-	-	2.3
HCM LOS	F	-	-	-	-	-
Minor Lane/Major Mvmt	NET	NBR	WBL	SBL	SBR	
Capacity (veh/h)	-	-	68	529	-	-
HCM Lane V/C Ratio	-	-	2.043	0.33	-	-
HCM Control Delay (s)	-	-	\$ 614.9	15.1	-	-
HCM Lane LOS	-	-	F	C	-	-
HCM 95th %ile Q(veh)	-	-	12.9	1.4	-	-
Notes	-- Volume exceeds capacity \$ Delay exceeds 300s * Computation Not Defined * All major volume in platoon					

Lane Group	WBL	WBR	NBT	NBR	SBL	SBR
Lane Configurations	W	T	T	T	T	T
Volume (vph)	30	102	930	35	165	947
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	3%	0%	0%	0	186	-1%
Storage Length (ft)	0	0	0	0	186	0
Storage Lanes	1	0	0	0	1	0
Taper Length (ft)	75	0	0	0	65	0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.995	0.995	0.950	0.950	0.950	0.950
Flt	0.989	0.989	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1455	0	1770	0	1702	1791
Flt Permitted	0.989	0.989	0.950	0.950	0.950	0.950
Satd. Flow (perm)	1455	0	1770	0	1702	1791
Link Speed (mph)	25	35	35	35	45	45
Link Distance (ft)	660	484	484	484	1875	28.4
Travel Time (s)	18.0	9.4	9.4	9.4	28.4	28.4
Confl. Peds. (#/hr)	-	-	-	-	-	-
Confl. Bikes (#/hr)	-	-	-	-	-	-
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	6%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	-	-	-	-	-	-
Mid-Block Traffic (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	32	107	979	37	175	997
Shared Lane Traffic (%)	-	-	-	-	-	-
Lane Group Flow (vph)	139	0	1016	0	175	997
Sign Control	Stop	Free	Free	Free	Free	Free
Intersection Summary	Other					
Area Type:	Unsignalized					

Intersection	EBL	EBT	WBT	WBR	SBL	SBR
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	8	204	122	25	49	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	-	0	-	-
Grade, %	-	-1	-	-	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	2	0	0
Mvmt Flow	9	229	137	28	55	16
Major/Minor	Major	Major	Major	Minor	Minor	Minor
Conflicting Flow All	165	0	-	0	398	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	247	-
Critical Hwy	4.3	-	-	-	6.2	6.1
Critical Hwy Stg 1	-	-	-	-	5.2	-
Critical Hwy Stg 2	-	-	-	-	5.2	-
Follow-up Hwy	3	-	-	-	3	3.1
Pet Cap-1 Maneuver	1055	-	-	-	710	959
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	929	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1055	-	-	-	703	959
Mov Cap-2 Maneuver	-	-	-	-	703	-
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	920	-
Approach	EBL	WBT	WBR	SBL	SBR	
HCM Control Delay, s	0.3	-	0	-	10.3	B
HCM LOS						
Minor Lane/Minor Mvmt	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1055	-	-	-	747	-
HCM Lane V/C Ratio	0.009	-	-	-	0.095	-
HCM Control Delay (s)	8.4	-	-	-	10.3	-
HCM Lane LOS	A	-	-	-	B	-
HCM 95th %ile Ct(veh)	0	-	-	-	0.3	-

Area Type	Other					
Control Type: Unsignalized						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	4	1	1	1	1	1
Volume (vph)	8	204	122	25	49	14
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	13	13
Grade (%)	-1%	2%	-	-	-1%	-
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	1	0
Taper Length (ft)	75	-	-	-	75	-
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Pad Bike Factor	-	-	-	-	-	-
Frt	0.977	-	-	-	0.970	-
Flt Protected	0.998	-	-	-	0.963	-
Satd. Flow (prot)	0	1653	1598	0	1746	0
Flt Permitted	0.998	-	-	-	0.963	-
Satd. Flow (perm)	0	1653	1598	0	1746	0
Link Speed (mph)	25	25	25	25	25	25
Link Distance (ft)	446	586	615	615	615	615
Travel Time (s)	12.2	16.0	16.8	16.8	16.8	16.8
Conf. Peds. (#/hr)	-	-	-	-	-	-
Conf. Bikes (#/hr)	-	-	-	-	-	-
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)	-	-	-	-	-	-
Mid-Block Traffic (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	229	137	28	55	16
Shared Lane Traffic (%)	-	-	-	-	-	-
Lane Group Flow (vph)	0	238	165	0	71	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Intersection Summary						

Intersection	EBT	EBR	WBL	WBT	NBL	NBR
Int Delay, sveh						3.5
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	237	41	122	148	17	84
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	-
Grade, %	-1	-	-	-	-1	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	0	3	1	7	3
Mvmt Flow	258	45	133	161	18	81

Movement	Major1	Major2	Minor
Conflicting Flow All	0	0	302
Stage 1	-	-	280
Stage 2	-	-	426
Critical Hdwy	-	4.3	6.27
Critical Hdwy Stg 1	-	-	5.27
Critical Hdwy Stg 2	-	-	5.27
Follow-up Hdwy	-	3	3.1
Pot Cap-1 Maneuver	-	946	453
Stage 1	-	-	867
Stage 2	-	-	744
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	946	383
Mov Cap-2 Maneuver	-	-	383
Stage 1	-	-	867
Stage 2	-	-	629

Approach	EB	WB	NB
HCM Control Delay, s	0	4.3	11.3
HCM LOS			B

Movement	NBL	EBT	WBL	WBT
Capacity (veh/h)	683	-	946	-
HCM Lane V/C Ratio	0.161	-	0.14	-
HCM Control Delay (s)	11.3	-	9.4	0
HCM Lane LOS	B	-	A	A
HCM 95th %ile Q(veh)	0.6	-	0.5	-

Area Type: Other
 Control Type: Unsignalized

Area Type: Other
 Control Type: Unsignalized

Area Type	Other
Control Type	Unsignalized

Area Type	Other
Control Type	Unsignalized

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized



Measurement	EBT	EBR	WBL	WBT	NBL	NBR
Vol. veh/h	204	5	130	5	8	8
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, %	3	-	-2	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	229	6	146	6	9	9

Measurement	Major1	Major2	Minor
Conflicting Flow All	0	235	0
Stage 1	-	-	389
Stage 2	-	-	232
Critical Hdwy	-	4.3	157
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	3	3.4
Prot Cap-1 Maneuver	-	938	704
Stage 1	-	-	932
Stage 2	-	-	1012
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	998	699
Mov Cap-2 Maneuver	-	-	699
Stage 1	-	-	932
Stage 2	-	-	1005

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS	A	A	A

Minor Lane	Major1	Major2	Minor
Capacity (veh/h)	771	998	-
HCM Lane V/C Ratio	0.023	-0.006	-
HCM Control Delay (s)	9.8	8.6	0
HCM Lane LOS	A	A	A
HCM 95th %ile Q(veh)	0.1	0	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	204	5	130	5	8	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	3%	0	-2%	0%	0%	0%
Storage Length (ft)	0	0	0	0	0	0
Storage Lanes	0	0	0	0	1	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.997	0.988	0.976	0.976	0.932	0.932
Ped Bike Factor	1618	0	1677	1637	0	0
Flt Protected	1618	0	1677	1637	0	0
Satd. Flow (prot)	25	0	25	25	0	0
Flt Permitted	532	446	630	630	0	0
Satd. Flow (perm)	14.5	12.2	17.2	17.2	0	0
Link Speed (mph)	0.89	0.89	0.89	0.89	0.89	0.89
Link Distance (ft)	100%	100%	100%	100%	100%	100%
Travel Time (s)	2%	0%	1%	0%	0%	0%
Confil. Peds. (#/hr)	0	0	0	0	0	0
Confil. Bikes (#/hr)	0	0	0	0	0	0
Peak Hour Factor	0%	0%	0%	0%	0%	0%
Growth Factor	229	6	146	6	9	9
Heavy Vehicles (%)	235	0	152	18	0	0
Bus Blockages (#/hr)	Free	Free	Free	Free	Stop	Stop
Parking (#/hr)	Free	Free	Free	Free	Stop	Stop
Mid-Block Traffic (%)	Free	Free	Free	Free	Stop	Stop
Adj. Flow (vph)	Free	Free	Free	Free	Stop	Stop
Shared Lane Traffic (%)	Free	Free	Free	Free	Stop	Stop
Lane Group Flow (vph)	Free	Free	Free	Free	Stop	Stop
Sign Control	Free	Free	Free	Free	Stop	Stop

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-



Measurement	EBT	EBR	WBL	WBT	NBL	NBR
Vol. veh/h	204	5	130	5	8	8
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, %	3	-	-2	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	229	6	146	6	9	9

Measurement	Major1	Major2	Minor
Conflicting Flow All	0	235	0
Stage 1	-	-	389
Stage 2	-	-	232
Critical Hdwy	-	4.3	157
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	3	3.4
Prot Cap-1 Maneuver	-	938	704
Stage 1	-	-	932
Stage 2	-	-	1012
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	998	699
Mov Cap-2 Maneuver	-	-	699
Stage 1	-	-	932
Stage 2	-	-	1005

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS	A	A	A

Minor Lane	Major1	Major2	Minor
Capacity (veh/h)	771	998	-
HCM Lane V/C Ratio	0.023	-0.006	-
HCM Control Delay (s)	9.8	8.6	0
HCM Lane LOS	A	A	A
HCM 95th %ile Q(veh)	0.1	0	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Measurement	EBT	EBR	WBL	WBT	NBL	NBR
Vol. veh/h	204	5	130	5	8	8
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, %	3	-	-2	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	229	6	146	6	9	9

Measurement	Major1	Major2	Minor
Conflicting Flow All	0	235	0
Stage 1	-	-	389
Stage 2	-	-	232
Critical Hdwy	-	4.3	157
Critical Hdwy Stg 1	-	-	6.4
Critical Hdwy Stg 2	-	-	5.4
Follow-up Hdwy	-	3	3.4
Prot Cap-1 Maneuver	-	938	704
Stage 1	-	-	932
Stage 2	-	-	1012
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	998	699
Mov Cap-2 Maneuver	-	-	699
Stage 1	-	-	932
Stage 2	-	-	1005

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.8
HCM LOS	A	A	A

Minor Lane	Major1	Major2	Minor
Capacity (veh/h)	771	998	-
HCM Lane V/C Ratio	0.023	-0.006	-
HCM Control Delay (s)	9.8	8.6	0
HCM Lane LOS	A	A	A
HCM 95th %ile Q(veh)	0.1	0	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Area Type	Other
Control Type: Unsignalized	-

Intersection	EBT		EBR		WBL		WBT		NBL		NBR	
Int Delay, s/veh	1											
Movement	EBT	EBR	WBL	WBT	NBL	NBR	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	250	3	17	141	5	26	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Free	Free	Free	Free	Stop	None
RT Channelized	-	None	-	-	-	-	-	-	-	-	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage #	0	-	-	-	0	-	-	-	-	-	-	-
Grade, %	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor	88	89	88	89	88	89	88	89	88	89	88	89
Heavy Vehicles, %	2	0	0	1	0	0	2	0	0	1	0	0
Mvmt Flow	281	3	19	158	6	29	281	3	19	158	6	29
Major/Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor	Major	Minor
Conflicting Flow All	0	0	284	0	480	283	0	0	284	0	480	283
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	4.3	-	6.4	6.2	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	5.4	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	3.4	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3	3.1	-	-	-	-	-	-
Pot Cap-1 Maneuver	-	-	960	-	620	804	-	-	-	-	-	-
Stage 1	-	-	-	-	881	-	-	-	-	-	-	-
Stage 2	-	-	-	-	968	-	-	-	-	-	-	-
Platn blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	960	-	606	804	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	606	-	-	-	-	-	-	-
Stage 1	-	-	-	-	881	-	-	-	-	-	-	-
Stage 2	-	-	-	-	947	-	-	-	-	-	-	-
Approach	EB	WB	EB	WB	NB	NB	EB	WB	EB	WB	NB	NB
HCM Control Delay, s	0	0.9	0.9	0.9	9.9	9.9	0	0.9	0.9	0.9	9.9	9.9
HCM LOS	A	A	A	A	A	A	A	A	A	A	A	A
Minor Lane/Major/Avmt	NBL	EBT	EBR	WBL	WBT	NBR	NBL	EBT	EBR	WBL	WBT	NBR
Capacity (veh/h)	764	-	-	960	-	-	764	-	-	960	-	-
HCM Lane V/C Ratio	0.046	-	-	0.02	-	-	0.046	-	-	0.02	-	-
HCM Control Delay (s)	9.9	-	-	8.8	-	-	9.9	-	-	8.8	-	-
HCM Lane LOS	A	-	-	A	-	-	A	-	-	A	-	-
HCM 95th %ile Cl(veh)	0.1	-	-	0.1	-	-	0.1	-	-	0.1	-	-

Area Type	EBT		EBR		WBL		WBT		NBL		NBR	
Control Type: Unsignalized	1											
Area Type	EBT	EBR	WBL	WBT	NBL	NBR	EBT	EBR	WBL	WBT	NBL	NBR
Other	4	5	17	141	5	26	0	0	0	0	0	0
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	250	3	17	141	5	26	0	0	0	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12	10	10	10	12	12	10
Grade (%)	-4%	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	0	0	0	0	1	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.999	0.999	0.995	0.992	0.888	0.888	0.999	0.999	0.995	0.992	0.888	0.888
Flt-Protected	1679	0	0	1640	1596	0	1679	0	0	1640	1596	0
Satd. Flow (prot)	0.995	0.992	0.995	0.992	0.992	0	0.995	0.992	0.995	0.992	0.992	0
Flt-Permitted	1679	0	0	1640	1586	0	1679	0	0	1640	1586	0
Satd. Flow (perm)	25	25	25	25	25	0	25	25	25	25	25	0
Link Speed (mph)	586	625	625	316	316	8.6	586	625	625	316	316	8.6
Travel Time (s)	16.0	17.0	17.0	8.6	8.6		16.0	17.0	17.0	8.6	8.6	
Confl. Peds. (#/hr)	-	-	-	-	-	-	-	-	-	-	-	-
Confl. Bikes (#/hr)	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	1%	0%	0%	2%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Mid-Block Traffic (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	281	3	19	158	6	29	281	3	19	158	6	29
Shared Lane Traffic (%)	284	0	0	177	35	0	284	0	0	177	35	0
Lane Group Flow (vph)	Free	Free	Free	Free	Stop	Stop	Free	Free	Free	Free	Stop	Stop
Sign Control	-	-	-	-	-	-	-	-	-	-	-	-
Intersection Summary	EB	WB	EB	WB	NB	NB	EB	WB	EB	WB	NB	NB
Area Type: Unsignalized	1	1	1	1	1	1	1	1	1	1	1	1
Other	4	5	17	141	5	26	0	0	0	0	0	0



Intersection	EBL	EBT	VBT	MBR	SBL	SBR
Int Delay, s/veh	0.8					
Movement	EBL	EBT		MBR	SBL	SBR
Vol, veh/h	6	92		158	5	8
Conflicting Peds, #/hr	0	0		0	0	0
Sign Control	Free	Free		Free	Free	Stop
RT Channelized	-	None		-	None	None
Storage Length	-	-		-	-	0
Veh in Median Storage, #	-	-		-	-	0
Grade, %	-	.5		-	-	0
Peak Hour Factor	92	92		92	92	92
Heavy Vehicles, %	0	.4		2	0	0
Mvmt Flow	7	100		172	5	9

Area Type	EBL	EBT	VBT	MBR	SBL	SBR
Area Type	Other					
Control Type	Unsignalized					
Capacity (veh/h)	1045	-	-	-	-	855
HCM Lane V/C Ratio	0.008	-	-	-	-	0.023
HCM Control Delay (s)	8.5	0	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0	-	-	-	-	0.1

Major/Minor	Major	Minor1	Minor2
Conflicting Flow All	177	0	287
Stage 1	-	-	174
Stage 2	-	-	113
Critical Hwy	4.3	-	6.4
Critical Hwy Stg 1	-	-	5.4
Critical Hwy Stg 2	-	-	3.4
Follow-up Hwy	3	-	3
Pot Cap-1 Maneuver	1045	-	810
Stage 1	-	-	993
Stage 2	-	-	1861
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1045	-	804
Mov Cap-2 Maneuver	-	-	804
Stage 1	-	-	993
Stage 2	-	-	1054

Approach	EB	WB	SB
Approach	0.5	0	9.3
HCM Control Delay, s	-	-	A
HCM LOS	-	-	A

Minor Lane/Maneuver	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1045	-	-	-	-	855
HCM Lane V/C Ratio	0.008	-	-	-	-	0.023
HCM Control Delay (s)	8.5	0	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0	-	-	-	-	0.1

Area Type	EB	WB	SB
Area Type	0.5	0	9.3
Control Type	Unsignalized		

Minor Lane/Maneuver	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1045	-	-	-	-	855
HCM Lane V/C Ratio	0.008	-	-	-	-	0.023
HCM Control Delay (s)	8.5	0	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0	-	-	-	-	0.1

Area Type	EB	WB	SB
Area Type	0.5	0	9.3
Control Type	Unsignalized		

Minor Lane/Maneuver	EBL	EBT	WBT	WBR	SBL	SBR
Capacity (veh/h)	1045	-	-	-	-	855
HCM Lane V/C Ratio	0.008	-	-	-	-	0.023
HCM Control Delay (s)	8.5	0	-	-	-	9.3
HCM Lane LOS	A	A	-	-	-	A
HCM 95th %ile Q(veh)	0	-	-	-	-	0.1

Area Type	EB	WB	SB
Area Type	0.5	0	9.3
Control Type	Unsignalized		

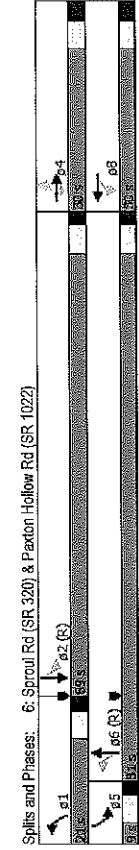
Area Type	EB	WB	SB
Area Type	0.5	0	9.3
Control Type	Unsignalized		

Area Type	EB	WB	SB
Area Type	0.5	0	9.3
Control Type	Unsignalized		

McMahon Associates, Inc. Marple Age-Restricted
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 6: Sproul Rd (SR 320) & Paxton Hollow Rd (SR 1022)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag												
Lead-Lag Optimize?	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time Before Reduces (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduces (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	None	None	None	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	21.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
W/R Ratio	0.59	0.93	0.03	0.03	0.03	0.03	1.27	0.71	0.01	0.01	1.26	0.01
Control Delay	54.6	59.8	0.2	0.2	0.2	0.2	180.2	13.5	6.0	48.1	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.6	59.8	0.2	0.2	0.2	0.2	180.2	13.5	6.0	48.1	0.0	0.0
Queue Length 50th (ft)	102	197	0	0	0	0	292	351	0	1125	0	0
Queue Length 95th (ft)	172	381	0	0	0	0	480	568	2	1264	0	0
Internal Link Dist (ft)	1286			390				773		1002		
Turn Bay Length (ft)	150						149			129		
Base Capacity (vph)	256	432	365	0	0	0	260	2354	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced W/R Ratio	0.66	0.90	0.03	0.03	0.03	0.03	1.27	0.71	0.01	0.01	1.26	0.01

Interference Summary
 Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 19 (16%), Referenced to phase 2:SBLT and 6:NBLT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # - 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.



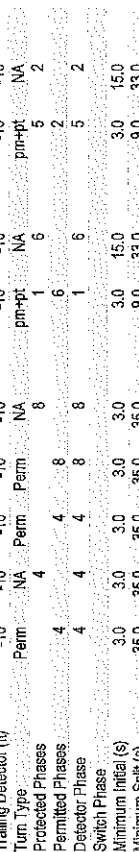
Splits and Phases: 6: Sproul Rd (SR 320) & Paxton Hollow Rd (SR 1022)
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Lanes, Volumes, Timings
 Length: 15641 - Marple Age-Restricted Traffic Analysis 2025 with Weekday PM.syn

McMahon Associates, Inc. Marple Age-Restricted
 2025 Future with Dev. - Weekday PM
 6: Sproul Rd (SR 320) & Paxton Hollow Rd (SR 1022)

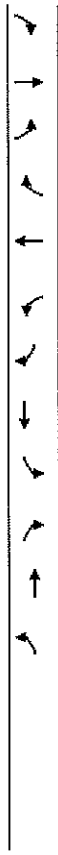
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	1	377	10	0	1	320	1612	2	1	2013	114
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	-12	12	-14	10	-10	10	8	12	15	9	11	13
Grade (%)	2%			0%			2%				-1%	
Storage Length (ft)	0	150	0	0	149	0	129	0	129	0	0	0
Storage Lanes	0	1	0	0	1	0	1	0	1	0	0	0
Taper Length (ft)	75	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Ped Bike Factor												
Ft.	0.850			0.988			0.950		0.950		0.992	
Flt Protected	0	1688	1600	0	1688	0	1467	3352	0	1547	3285	0
Flt Permitted	0.720			0.773			0.058		0.106		0.106	
Satd. Flow (perm)	0	1283	1600	0	1283	0	90	3352	0	173	3265	0
Right Turn on Red	Yes			Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	141			136			40		40		7	
Link Speed (mph)	25			470			863		1082		1082	
Link Distance (ft)	1376			470			863		1082		1082	
Travel Time (s)	37.5			12.8			14.5		18.4		18.4	
Cont. Peds. (#/hr)												
Cont. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)	0%			0%			0%		0%		0%	
Adj. Flow (vph)	143	1	389	10	0	1	330	1682	2	1	2075	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	389	0	11	0	330	1664	0	1	2193	0
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left
Leading Detector (ft)	30	30	30	30	30	30	30	30	30	30	30	30
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	4	4	4	8	8	8	6	6	6	6	6	2
Permitted Phases	4	4	4	8	8	8	6	6	6	6	6	2
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	15.0
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	35.0	33.0
Total Split (s)	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	69.0
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%	17.5%	57.5%	7.5%	57.5%	7.5%	57.5%
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0	23.0	15.0	75.0	3.0	63.0	3.0	63.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0

Lanes, Volumes, Timings
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Splits and Phases: 6: Sproul Rd (SR 320) & Paxton Hollow Rd (SR 1022)
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Lanes, Volumes, Timings
 Length: 15641 - Marple Age-Restricted Traffic Analysis 2025 with Weekday PM.syn



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	139	1	377	10	0	1	320	1612	2	1	2013	114
Volume (veh/h)	7	4	14	3	8	18	1	6	16	5	2	12
Number	0	0	0	0	0	0	0	0	0	0	0	0
Initial Q (Obs.) veh	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	1.00	1.00	1.00	1.00
Parking Bus. Adj	1782	1782	1835	1800	1800	1800	1711	1784	1853	1737	1792	1881
Adj Sat Flow, veh/h	143	1	299	10	0	0	330	1682	2	1	2075	116
Adj Flow Rate, veh/h	0	1	1	0	1	0	1	2	0	1	2	0
Adj No. of Lanes	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak Hour Factor	0	0	1	0	0	0	0	1	1	0	1	1
Percent Heavy Veh. %	367	2	312	194	0	0	277	2259	3	174	1750	97
Cap. veh/h	0.19	0.20	0.20	0.19	0.00	0.00	0.13	0.65	0.65	0.01	0.53	0.53
Arrive On Green	1534	11	1560	688	0	0	1629	3485	4	1654	3291	182
Sat Flow, veh/h	144	0	299	10	0	0	330	811	853	1	1067	1124
Grp Volume(v), veh/h	1545	0	1550	668	0	0	1629	1676	1764	1654	1702	1760
Grp Sat Flow(s), veh/h	0.0	0.0	22.8	1.0	0.0	0.0	16.0	36.5	38.5	0.0	64.0	64.0
Q Serve(s), s	9.0	0.0	22.8	10.0	0.0	0.0	16.0	36.5	38.5	0.0	64.0	64.0
Cycle Q Clear(g_c), s	0.99	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.10
Prop In Lane	356	0	312	188	0	0	277	1102	1160	174	908	939
Lane Grp Cap(c), veh/h	0.40	0.00	0.96	0.05	0.00	0.00	1.19	0.74	0.74	0.01	1.18	1.20
V/C Ratio(X)	356	0	312	188	0	0	277	1102	1160	214	908	939
Avail Cap(c_a), veh/h	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HCM Platoot Ratio	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	42.4	0.0	47.5	46.8	0.0	0.0	42.2	13.6	13.6	14.9	28.0	28.1
Uniform Delay (d), s/veh	0.7	0.0	39.8	0.1	0.0	0.0	115.7	4.4	4.2	0.0	90.5	98.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(Q3),s/veh	7.7	0.0	19.2	0.5	0.0	0.0	32.5	25.0	27.1	0.0	94.7	101.9
%ile Back(Q3)(95%),veh/h	43.2	0.0	87.3	47.0	0.0	0.0	157.9	18.0	17.8	14.9	118.6	127.1
LnGrp Delay(d),s/veh												
LnGrp LOS	D	F	D	D	D	D	F	B	B	B	F	F
Approach Vol, veh/h			443				10	1994				2192
Approach Delay, s/veh			73.0				47.0	41.1				122.9
Approach LOS			E				D	D				F

Time	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	69.0	30.0	6.1	83.9	30.0		
Change Period (Y+Rc), s	6.0	6.0	7.0	6.0	6.0	7.0		
Max Green Setting (Gmax), s	15.0	63.0	23.0	3.0	75.0	23.0		
Max Q Clear Time (g_c+1), s	18.5	66.5	25.3	2.5	41.0	12.0		
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	26.0		

Intersection Summary
 HCM 2010 Ctrl Delay: 82.8 F
 HCM 2010 LOS: F

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