APPENDIX K

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

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
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.985				0.926	
Flt Protected				0.995	0.978	
Satd. Flow (prot)	1596	0	0	1671	1520	0
Flt Permitted				0.995	0.978	
Satd. Flow (perm)	1596	0	0	1671	1520	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	1452			314	498	
Travel Time (s)	39.6			8.6	13.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/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 (%)	3%	0%	6%	1%	7%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	72	9	22	194	20	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	0	0	216	44	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	63	8	19	171	18	21
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, %	2	-	-	-3	4	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	0	6	1	7	10
Mvmt Flow	72	9	22	194	20	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	81	0	314	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	-	-	4.4	-	7.27	6.7
Critical Hdwy Stg 1	-	-	-	-	6.27	-
Critical Hdwy Stg 2	-	-	-	-	6.27	-
Follow-up Hdwy	-	-	3.1	-	3.1	3.2
Pot Cap-1 Maneuver	-	-	1089	-	703	1010
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	849	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1089	-	687	1010
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	1051	-
Stage 2	-	-	-	-	829	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	830	-	-	1089	-
HCM Lane V/C Ratio	0.053	-	-	0.02	-
HCM Control Delay (s)	9.6	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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%		2%			-2%
Storage Length (ft)	0	0		105	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.898			0.850		
Flt Protected	0.988					0.998
Satd. Flow (prot)	1433	0	1672	1572	0	1726
Flt Permitted	0.988					0.998
Satd. Flow (perm)	1433	0	1672	1572	0	1726
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	0.96	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)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	51	158	1303	38	34	674
Shared Lane Traffic (%)						
Lane Group Flow (vph)	209	0	1303	38	0	708
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	44.1

Movement	WBL	WBR	NBT	NBR	SBL	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	Minor1			Major1		Major2	
Conflicting Flow All	2046	1303		0	0	1303	0
Stage 1	1303	-		-	-	-	-
Stage 2	743	-		-	-	-	-
Critical Hdwy	6.62	6.34		-	-	4.4	-
Critical Hdwy Stg 1	5.62	-		-	-	-	-
Critical Hdwy Stg 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/Major Mvmt	NBT	NBR	WBLn1	SBL	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

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	26	106	1270	45	77	702
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	3%		0%			-1%
Storage Length (ft)	0	0		0	186	
Storage Lanes	1	0		0	1	
Taper Length (ft)	75				65	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.892		0.995			
Flt Protected	0.990				0.950	
Satd. Flow (prot)	1461	0	1739	0	1548	1739
Flt Permitted	0.990				0.950	
Satd. Flow (perm)	1461	0	1739	0	1548	1739
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	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	3%	3%	11%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	27	110	1323	47	80	731
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	0	1370	0	80	731
Sign Control	Stop		Free			Free

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 25.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	26	106	1270	45	77	702
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	-	-	-	186	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	0	-	-	-1
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	11	4
Mvmt Flow	27	110	1323	47	80	731

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2238	1346	0	0	1370	0
Stage 1	1346	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Critical Hdwy	7	6.5	-	-	4.4	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	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	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 419.4	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	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 %tile Q(veh)	-	-	11.3	0.8	-

Notes

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

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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 (%)		-1%	2%		-1%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.974		0.976	
Flt Protected		0.993			0.961	
Satd. Flow (prot)	0	1540	1586	0	1711	0
Flt Permitted		0.993			0.961	
Satd. Flow (perm)	0	1540	1586	0	1711	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		446	604		615	
Travel Time (s)		12.2	16.5		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%	
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		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

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	-
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		Minor2	
Conflicting Flow All	180	0	-	0	316	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.4	-	-	-	6.23	6.1
Critical Hdwy Stg 1	-	-	-	-	5.23	-
Critical Hdwy Stg 2	-	-	-	-	5.23	-
Follow-up Hdwy	3.1	-	-	-	3	3.1
Pot Cap-1 Maneuver	1006	-	-	-	790	946
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1006	-	-	-	775	946
Mov Cap-2 Maneuver	-	-	-	-	775	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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 %tile Q(veh)	0.1	-	-	-	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	128	15	52	150	25	99
Ideal Flow (vphpl)	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
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.986				0.892	
Flt Protected				0.987	0.990	
Satd. Flow (prot)	1529	0	0	1610	1545	0
Flt Permitted				0.987	0.990	
Satd. Flow (perm)	1529	0	0	1610	1545	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	351			455	1996	
Travel Time (s)	9.6			12.4	54.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/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	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	128	15	52	150	25	99
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, %	-1	-	-	1	-1	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	9	8	21	1	9	2
Mvmt Flow	145	17	59	170	28	112

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	443	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.5	-	6.29	6.12
Critical Hdwy Stg 1	-	-	-	-	5.29	-
Critical Hdwy Stg 2	-	-	-	-	5.29	-
Follow-up Hdwy	-	-	3.2	-	3.1	3.1
Pot Cap-1 Maneuver	-	-	986	-	644	954
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	858	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	986	-	601	954
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	801	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	853	-	-	986	-
HCM Lane V/C Ratio	0.165	-	-	0.06	-
HCM Control Delay (s)	10.1	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	110	8	8	123	4	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	3%			-2%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.991				0.926	
Flt Protected				0.997	0.978	
Satd. Flow (prot)	1526	0	0	1692	1630	0
Flt Permitted				0.997	0.978	
Satd. Flow (perm)	1526	0	0	1692	1630	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	532			446	630	
Travel Time (s)	14.5			12.2	17.2	
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%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	129	9	9	145	5	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	138	0	0	154	11	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	110	8	8	123	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	3	-	-	-2	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	8	0	0	0	0	0
Mvmt Flow	129	9	9	145	5	6

Major/Minor	Major1			Major2		Minor1	
Conflicting Flow All	0	0	139	0	298	134	
Stage 1	-	-	-	-	134	-	
Stage 2	-	-	-	-	164	-	
Critical Hdwy	-	-	4.3	-	6.4	6.2	
Critical Hdwy Stg 1	-	-	-	-	5.4	-	
Critical Hdwy Stg 2	-	-	-	-	5.4	-	
Follow-up Hdwy	-	-	3	-	3	3.1	
Pot Cap-1 Maneuver	-	-	1076	-	798	976	
Stage 1	-	-	-	-	1037	-	
Stage 2	-	-	-	-	1004	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	1076	-	791	976	
Mov Cap-2 Maneuver	-	-	-	-	791	-	
Stage 1	-	-	-	-	1037	-	
Stage 2	-	-	-	-	995	-	

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	884	-	-	1076	-
HCM Lane V/C Ratio	0.012	-	-	0.009	-
HCM Control Delay (s)	9.1	-	-	8.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	132	4	26	151	2	14
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			2%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.996				0.880	
Flt Protected				0.993	0.994	
Satd. Flow (prot)	1598	0	0	1624	1574	0
Flt Permitted				0.993	0.994	
Satd. Flow (perm)	1598	0	0	1624	1574	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	604			625	316	
Travel Time (s)	16.5			17.0	8.6	
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 (%)	7%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	155	5	31	178	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	160	0	0	209	18	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh	1.1

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	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	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.3	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
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/Major 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 %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	10	120	58	8	4	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		5%	1%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.984		0.926	
Flt Protected		0.996			0.978	
Satd. Flow (prot)	0	1701	1510	0	1630	0
Flt Permitted		0.996			0.978	
Satd. Flow (perm)	0	1701	1510	0	1630	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		403	1996		176	
Travel Time (s)		11.0	54.4		4.8	
Confl. Peds. (#/hr)						
Confl. Bikes (#/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 (%)	0%	3%	19%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	11	136	66	9	5	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	147	75	0	11	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
Int Delay, s/veh	0.8

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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	5	1	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	3	19	0	0	0
Mvmt Flow	11	136	66	9	5	6

Major/Minor	Major1			Major2		Minor2	
Conflicting Flow All	75	0		-	0	229	70
Stage 1	-	-		-	-	70	-
Stage 2	-	-		-	-	159	-
Critical Hdwy	4.3	-		-	-	6.4	6.2
Critical Hdwy Stg 1	-	-		-	-	5.4	-
Critical Hdwy Stg 2	-	-		-	-	5.4	-
Follow-up Hdwy	3	-		-	-	3	3.1
Pot Cap-1 Maneuver	1132	-		-	-	877	1061
Stage 1	-	-		-	-	1112	-
Stage 2	-	-		-	-	1009	-
Platoon blocked, %		-		-	-		
Mov Cap-1 Maneuver	1132	-		-	-	867	1061
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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
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 %tile Q(veh)	0	-	-	-	0

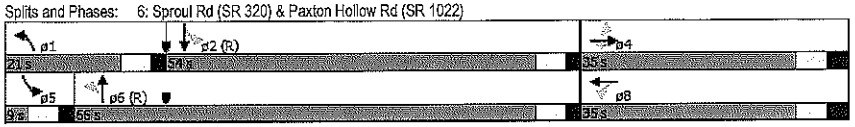
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	139	2	241	1	1	0	239	1884	2	5	1264	114
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	14	10	10	10	8	12	15	9	11	13
Grade (%)		2%			0%			2%			-1%	
Storage Length (ft)	0		150	0		0	149		0	129		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	75			75			75			51		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850								0.988	
Flt Protected		0.953			0.976		0.950			0.950		
Satd. Flow (prot)	0	1467	1584	0	1640	0	1411	3256	0	1547	3141	0
Flt Permitted		0.728			0.901		0.068			0.075		
Satd. Flow (perm)	0	1120	1584	0	1514	0	101	3256	0	122	3141	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189								11	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		1376			470			853			1082	
Travel Time (s)		37.5			12.8			14.5			18.4	
Confl. Peds. (#/hr)												
Confl. 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 (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	2	248	1	1	0	246	1942	2	5	1303	118
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	248	0	2	0	246	1944	0	5	1421	0
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30	30	30	30		30	30		30	30	
Trailing Detector (ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0		9.0	33.0		9.0	33.0	
Total Split (s)	35.0	35.0	35.0	35.0	35.0		21.0	66.0		9.0	54.0	
Total Split (%)	31.8%	31.8%	31.8%	31.8%	31.8%		19.1%	60.0%		8.2%	49.1%	
Maximum Green (s)	28.0	28.0	28.0	28.0	28.0		15.0	60.0		3.0	48.0	
Yellow Time (s)	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		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	
Total Lost Time (s)		6.0	6.0		6.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	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	C-Max		None	C-Max	
Walk Time (s)	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			20.0			20.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
v/c Ratio		0.69	0.55		0.01		0.80	0.86		0.03	0.93	
Control Delay		57.4	14.8		31.5		48.4	19.8		8.6	39.4	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		57.4	14.8		31.5		48.4	19.8		8.6	39.4	
Queue Length 50th (ft)		96	35		1		119	455		1	~529	
Queue Length 95th (ft)		152	102		7		#300	#945		6	#694	
Internal Link Dist (ft)		1296			390			773			1002	
Turn Bay Length (ft)			150				149			129		
Base Capacity (vph)		295	556		399		308	2264		146	1531	
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		0.49	0.45		0.01		0.80	0.86		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:NBTL, 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.

Splits and Phases: 6: Sproul Rd (SR 320) & Paxton Hollow Rd (SR 1022)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	139	2	241	1	1	0	239	1884	2	5	1264	114
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1539	1817	1800	1800	1800	1645	1714	1853	1737	1731	1881
Adj Flow Rate, veh/h	143	2	155	1	1	0	246	1942	2	5	1303	111
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
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
Percent Heavy Veh, %	0	0	2	0	0	0	4	4	4	0	4	4
Cap, veh/h	241	2	326	67	52	0	293	2104	2	113	1676	142
Arrive On Green	0.20	0.21	0.21	0.20	0.21	0.00	0.10	0.63	0.62	0.01	0.55	0.54
Sat Flow, veh/h	832	12	1544	86	248	0	1567	3337	3	1654	3069	261
Grp Volume(v), veh/h	145	0	155	2	0	0	246	947	997	5	696	718
Grp Sat Flow(s),veh/h/ln	843	0	1544	333	0	0	1567	1628	1713	1654	1645	1685
Q Serve(g_s), s	0.0	0.0	9.7	0.0	0.0	0.0	6.8	56.6	56.6	0.1	36.7	37.1
Cycle Q Clear(g_c), s	19.6	0.0	9.7	19.7	0.0	0.0	6.8	56.6	56.6	0.1	36.7	37.1
Prop In Lane	0.99		1.00	0.50		0.00	1.00		0.00	1.00		0.15
Lane Grp Cap(c), veh/h	235	0	326	116	0	0	293	1026	1080	113	898	920
V/C Ratio(X)	0.62	0.00	0.48	0.02	0.00	0.00	0.84	0.92	0.92	0.04	0.78	0.78
Avail Cap(c_a), veh/h	300	0	407	194	0	0	368	1026	1080	151	898	920
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	38.0	35.9	0.0	0.0	21.5	18.0	18.0	21.1	19.7	19.8
Incr Delay (d2), s/veh	2.6	0.0	1.1	0.1	0.0	0.0	13.1	14.7	14.2	0.2	6.5	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	7.6	0.1	0.0	0.0	9.1	38.1	39.6	0.1	25.0	25.9
LnGrp Delay(d),s/veh	45.1	0.0	39.1	36.0	0.0	0.0	34.6	32.7	32.2	21.3	26.2	26.3
LnGrp LOS	D		D	D			C	C	C	C	C	C
Approach Vol, veh/h		300			2			2190			1419	
Approach Delay, s/veh		42.0			36.0			32.7			26.2	
Approach LOS		D			D			C			C	

Timer	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+I1), s	9.3	39.2		21.6	2.6	59.1		21.7
Green Ext Time (p_c), s	0.4	7.5		0.6	0.0	0.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	31.1
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBL	WBT	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%			-3%	4%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.987				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	
Confl. Peds. (#/hr)						
Confl. 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 (%)	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	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	147	15	30	115	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, %	2	-	-	-3	4	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	1	0	7	2	0	0
Mvmt Flow	165	17	34	129	9	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	182	0	371	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.4	-	7.2	6.6
Critical Hdwy Stg 1	-	-	-	-	6.2	-
Critical Hdwy Stg 2	-	-	-	-	6.2	-
Follow-up Hdwy	-	-	3.1	-	3	3.1
Pot Cap-1 Maneuver	-	-	1004	-	664	909
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	927	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1004	-	640	909
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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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 %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	40	96	907	97	80	1044
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	11	15	12	12
Grade (%)	1%		2%			-2%
Storage Length (ft)	0	0		105	0	
Storage Lanes	1	0		1	0	
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.904			0.850		
Flt Protected	0.986					0.996
Satd. Flow (prot)	1490	0	1706	1666	0	1794
Flt Permitted	0.986					0.996
Satd. Flow (perm)	1490	0	1706	1666	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

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	42.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	40	96	907	97	80	1044
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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	1	0	0	1
Mvmt Flow	43	104	986	105	87	1135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2295	986	0	0	986	0
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	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	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 %tile Q(veh)	-	-	14.1	0.6	-

Notes

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

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	30	102	930	35	166	947
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	12	12	12	12
Grade (%)	3%		0%			-1%
Storage Length (ft)	0	0		0	186	
Storage Lanes	1	0		0	1	
Taper Length (ft)	75				65	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.896		0.995			
Flt Protected	0.989				0.950	
Satd. Flow (prot)	1455	0	1770	0	1702	1791
Flt Permitted	0.989				0.950	
Satd. Flow (perm)	1455	0	1770	0	1702	1791
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	0.95	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%
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

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	37.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	30	102	930	35	166	947
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	-	-	-	186	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	3	-	0	-	-	-1
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	1	1	6	1	1
Mvmt Flow	32	107	979	37	175	997

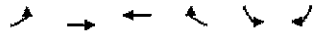
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2343	997	0	0	1016	0
Stage 1	997	-	-	-	-	-
Stage 2	1346	-	-	-	-	-
Critical Hdwy	7	6.51	-	-	4.3	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3	3.1	-	-	3	-
Pot Cap-1 Maneuver	~ 29	285	-	-	529	-
Stage 1	335	-	-	-	-	-
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	NB	SB
HCM Control Delay, s	$ 614.9	0	2.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
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 %tile Q(veh)	-	-	12.9	1.4	-

Notes

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



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
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
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped 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	
Link Distance (ft)		446	586		615	
Travel Time (s)		12.2	16.0		16.8	
Confl. Peds. (#/hr)						
Confl. 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%	
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		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized

Intersection	
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	-	0	-
Grade, %	-	-1	2	-	-1	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	9	229	137	28	55	16

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	165	0	-	0	398	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	4.3	-	-	-	6.2	6.1
Critical Hdwy Stg 1	-	-	-	-	5.2	-
Critical Hdwy Stg 2	-	-	-	-	5.2	-
Follow-up Hdwy	3	-	-	-	3	3.1
Pot 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	EB	WB	SB
HCM Control Delay, s	0.3	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1055	-	-	-	747
HCM Lane V/C Ratio	0.009	-	-	-	0.095
HCM Control Delay (s)	8.4	0	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	237	41	122	148	17	84
Ideal Flow (vphpl)	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
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.980				0.887	
Flt Protected				0.978	0.992	
Satd. Flow (prot)	1613	0	0	1662	1536	0
Flt Permitted				0.978	0.992	
Satd. Flow (perm)	1613	0	0	1662	1536	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	350			444	2011	
Travel Time (s)	9.5			12.1	54.8	
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 (%)	3%	0%	3%	1%	7%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	258	45	133	161	18	91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	303	0	0	294	109	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 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	0	-
Grade, %	-1	-	-	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	91

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	706	280
Stage 1	-	-	-	-	280	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.3	-	6.27	6.13
Critical Hdwy Stg 1	-	-	-	-	5.27	-
Critical Hdwy Stg 2	-	-	-	-	5.27	-
Follow-up Hdwy	-	-	3	-	3.1	3.1
Pot Cap-1 Maneuver	-	-	946	-	453	811
Stage 1	-	-	-	-	867	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	946	-	383	811
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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	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 %tile Q(veh)	0.6	-	-	0.5	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	204	5	5	130	8	8
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	3%			-2%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.997				0.932	
Flt Protected				0.998	0.976	
Satd. Flow (prot)	1618	0	0	1677	1637	0
Flt Permitted				0.998	0.976	
Satd. Flow (perm)	1618	0	0	1677	1637	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	532			446	630	
Travel Time (s)	14.5			12.2	17.2	
Confl. Peds. (#/hr)						
Confl. 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 (%)	2%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	229	6	6	146	9	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	235	0	0	152	18	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection

Int Delay, s/veh 0.5

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	235	0	389	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	157	-
Critical Hdwy	-	-	4.3	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	998	-	704	859
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	1012	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	699	859
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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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 %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	250	3	17	141	5	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	10	10	10	10	12	12
Grade (%)	-4%			2%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		1	0
Taper Length (ft)			75		75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.888	
Flt Protected				0.995	0.992	
Satd. Flow (prot)	1679	0	0	1640	1586	0
Flt Permitted				0.995	0.992	
Satd. Flow (perm)	1679	0	0	1640	1586	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	586			625	316	
Travel Time (s)	16.0			17.0	8.6	
Confl. Peds. (#/hr)						
Confl. 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 (%)	2%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	281	3	19	158	6	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	284	0	0	177	35	0
Sign Control	Free			Free	Stop	

Intersection Summary
Area Type: Other
Control Type: Unsignalized

Intersection
Int Delay, s/veh 1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	250	3	17	141	5	26
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, %	-4	-	-	2	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	0	0	1	0	0
Mvmt Flow	281	3	19	158	6	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	284	0	480	283
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	-	-	4.3	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3	-	3	3.1
Pot Cap-1 Maneuver	-	-	960	-	620	804
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	960	-	606	804
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	881	-
Stage 2	-	-	-	-	947	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	764	-	-	960	-
HCM Lane V/C Ratio	0.046	-	-	0.02	-
HCM Control Delay (s)	9.9	-	-	8.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	92	158	5	8	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		5%	1%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	0
Taper Length (ft)	75				75	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.926	
Flt Protected		0.997			0.978	
Satd. Flow (prot)	0	1687	1750	0	1630	0
Flt Permitted		0.997			0.978	
Satd. Flow (perm)	0	1687	1750	0	1630	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		343	2011		176	
Travel Time (s)		9.4	54.8		4.8	
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%	4%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	7	100	172	5	9	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	107	177	0	20	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	6	92	158	5	8	10
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, %	-	5	1	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	4	2	0	0	0
Mvmt Flow	7	100	172	5	9	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	177	0	-	0	287	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	4.3	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3	-	-	-	3	3.2
Pot Cap-1 Maneuver	1045	-	-	-	810	900
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1061	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1045	-	-	-	804	900
Mov Cap-2 Maneuver	-	-	-	-	804	-
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1054	-

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

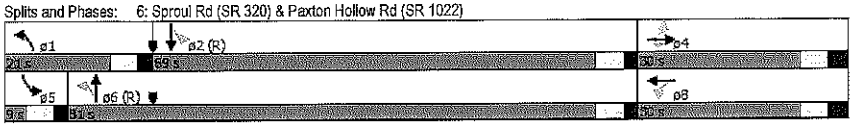
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	855
HCM Lane V/C Ratio	0.006	-	-	-	0.023
HCM Control Delay (s)	8.5	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

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
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	75			75			75			51		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.988						0.992	
Flt Protected		0.953			0.957		0.950			0.950		
Satd. Flow (prot)	0	1698	1600	0	1588	0	1467	3352	0	1547	3265	0
Flt Permitted		0.720			0.773		0.058			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
Satd. Flow (RTOR)			141		136						7	
Link Speed (mph)		25			25			40			40	
Link Distance (ft)		1376			470			853			1082	
Travel Time (s)		37.5			12.8			14.5			18.4	
Confl. Peds. (#/hr)												
Confl. 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%	
Adj. Flow (vph)	143	1	389	10	0	1	330	1662	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	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	30	30	30	30	30		30	30		30	30	
Trailing Detector (ft)	-10	-10	-10	-10	-10		-10	-10		-10	-10	
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4		4	8			6			2		
Detector Phase	4	4	4	8	8		1	6		5	2	
Switch Phase												
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	35.0	35.0	35.0	35.0	35.0		9.0	33.0		9.0	33.0	
Total Split (s)	30.0	30.0	30.0	30.0	30.0		21.0	81.0		9.0	69.0	
Total Split (%)	25.0%	25.0%	25.0%	25.0%	25.0%		17.5%	67.5%		7.5%	57.5%	
Maximum Green (s)	23.0	23.0	23.0	23.0	23.0		15.0	75.0		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	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		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	
Total Lost Time (s)		6.0	6.0		6.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	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	C-Max		None	C-Max	
Walk Time (s)	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			20.0			20.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
v/c Ratio		0.59	0.93		0.03		1.27	0.71		0.01	1.26	
Control Delay		54.6	59.8		0.2		180.2	13.5		6.0	148.1	
Queue Delay		0.0	0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		54.6	59.8		0.2		180.2	13.5		6.0	148.1	
Queue Length 50th (ft)		102	197		0		~292	351		0	~1125	
Queue Length 95th (ft)		172	#381		0		#480	558		2	#1264	
Internal Link Dist (ft)		1296			390			773			1002	
Turn Bay Length (ft)			150				149			129		
Base Capacity (vph)		256	432		365		260	2354		150	1744	
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		0.56	0.90		0.03		1.27	0.71		0.01	1.26	

Intersection Summary
Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 19 (16%), Referenced to phase 2:SBTL and 6:NBTL, 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)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	139	1	377	10	0	1	320	1612	2	1	2013	114
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1782	1782	1835	1800	1800	1800	1711	1764	1853	1737	1792	1881
Adj Flow Rate, veh/h	143	1	299	10	0	0	330	1662	2	1	2075	116
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
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
Percent Heavy Veh, %	0	0	1	0	0	0	0	1	1	0	1	1
Cap, veh/h	367	2	312	194	0	0	277	2259	3	174	1750	97
Arrive On Green	0.19	0.20	0.20	0.19	0.00	0.00	0.13	0.66	0.65	0.01	0.53	0.53
Sat Flow, veh/h	1534	11	1560	668	0	0	1629	3436	4	1654	3281	182
Grp Volume(v), veh/h	144	0	299	10	0	0	330	811	853	1	1067	1124
Grp Sat Flow(s),veh/h/ln	1545	0	1560	668	0	0	1629	1676	1764	1654	1702	1760
Q Serve(g_s), s	0.0	0.0	22.8	1.0	0.0	0.0	16.0	38.5	38.5	0.0	64.0	64.0
Cycle Q Clear(g_c), s	9.0	0.0	22.8	10.0	0.0	0.0	16.0	38.5	38.5	0.0	64.0	64.0
Prop In Lane	0.99		1.00	1.00		0.00	1.00		0.00	1.00		0.10
Lane Grp Cap(c), veh/h	356	0	312	188	0	0	277	1102	1160	174	908	939
V/C Ratio(X)	0.40	0.00	0.96	0.05	0.00	0.00	1.19	0.74	0.74	0.01	1.18	1.20
Avail Cap(c_a), veh/h	356	0	312	188	0	0	277	1102	1160	214	908	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	47.5	46.8	0.0	0.0	42.2	13.6	13.6	14.9	28.0	28.1
Incr Delay (d2), s/veh	0.7	0.0	39.8	0.1	0.0	0.0	115.7	4.4	4.2	0.0	90.6	99.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.7	0.0	19.2	0.5	0.0	0.0	32.5	26.0	27.1	0.0	94.7	101.9
LnGrp Delay(d),s/veh	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 LOS	D		F	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	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		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+I1), s	18.5	66.5		25.3	2.5	41.0		12.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	26.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	82.8
HCM 2010 LOS	F

Notes

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